

THE
"OVERLAND CHINA MAIL"
(PUBLISHED EVERY
MAIL DAY.)

Contains the Week's News
of Hongkong and the
Far East.

Price (including Postage) to any
part of the world \$13.
(per annum.)

The China Mail.

ESTABLISHED 1845

AGENTS
Orders for the "CHINA MAIL"
and "OVERLAND CHINA MAIL"
may be made to our agents at
the following ports:—
Canton: PATELL & Co.
Fuzhou: SHAW & Sons
Shanghai: SHAW & Sons
Yokohama: SHAW & Sons
Hankow: A.S. WATSON & Co. Ltd.

No. 16,539.

號五十月五年六十百九千壹萬

HONGKONG, MONDAY, MAY 15, 1916.

長丙次歲年五國民華中

PRICE, \$3.00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG.
Tel. 616.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A.
Chapman, V.D.

APPOINTMENT.
The following extract from the Hong-
kong "Government Gazette" of May
12th is published for information:—H.E.
the Governor has been pleased to appoint
Mr. David Thompson to the temporary
rank of 2nd Lieut. in the Engineers' Com-
pany of the H.K.V.C. with effect from
the 11th May, 1916.

NOTICE.
O.C. Companies should report the
return to the Colony of members of their
units, who have been on leave.

ATTACHED.
The under-mentioned are attached to
the Mounted Section H.K.V.C.:—Ptes.
R. T. Dutton, R. E. E. Solgwick, F. A.
Gordon, A. S. David, C. C. Boyd, and C. P.
Ross.

LEAVE.
Pte. F. A. Redmond is granted leave
of absence from the Colony from the 20th
inst. to 15th Sept., 1916.

REVERSION.
Lieut. C. M. Eakin is permitted to
revert to the ranks at his own request.

PARADES.
Parades for Tuesday, 16th inst.:—
2.15 p.m.—Right Section M.G. Co.—
Musketry exercises at Headquarters.
3.15 p.m.—Left Section M.G. Co.—
M.G. drill at Headquarters.

5.15 p.m.—Recruits of all units—Squad
drill at Headquarters under Sergt. Major
Higby.

5.15 p.m.—Stretching Section—
Instruction at Headquarters.
5.15 p.m.—Centre Section M.G. Co.—
Infantry drill at Headquarters.

5.30 p.m.—Signalling Section "A"
"B" and "C" Classes at Headquarters.
5.30 p.m.—Mounted Section H.K.V.C.
drill on Polo ground under Staff Sergt.
Talbot.

DETAILS.
On duty tonight: No. 2 Section Art.
Battery.

On duty to-morrow night: Scouts, Co.
Next for duty: Scouts Co.
Orderly Officer till 16th inst.: Lieut.
Went.

HONGKONG POLICE RESERVE.

EQUIPMENT BOARD.
Section and other Units will attend at
5.30 p.m. as follows:

Tuesday, May 16th.—No. 3 Section.
Wednesday, May 17th.—No. 4 Section.
Thursday, May 18th.—No. 5 Section.
Friday, May 19th.—No. 1 Section.

Monday, May 22nd.—Band and Or-
chestra.
Tuesday, May 23rd.—Maxim Gunners,
Mounted and Motor Patrols.

Thursday, May 25th.—No. 6 Section.
Friday, May 26th.—No. 9 Section.
JOINED.

No. 2 Platoon-Gulbar.
(Sgt.) F. C. JENKIN,
D.S.P. (Reserve).



NOTICE.

ANY EUROPEAN, NON ASIATIC or
INDIAN desiring to leave the
Colony should apply in writing for per-
mission to do so to the Captain Super-
intendent of Police, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, height
and occupation of the applicant, and
stating the name of the steamer or other
vessel or the mode of the train by which
the applicant wishes to leave. Applicants
should apply in person for their passes at
the Central Police Station between the
hours of 9 a.m. to 1 p.m. and 2 p.m. to
4 p.m. daily.

'CHINA MAIL' OVERLAND EDITION.

THE BEST WEEKLY NEWS
PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.

ORDER IT BEFORE GOING
HOME, AND THUS KEEP IN
CLOSE TOUCH WITH THE
COLONY.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
8,000 Tons, 8,000 Horse Power now Built
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.

GIN

SIR ROBERT BURNETT & CO'S
OLD TOM AND DRY.

A. S. WATSON & Co., Ltd.

WINE AND SPIRIT MERCHANTS,
HONGKONG and CHINA.

TRADE MARK

ESTABLISHED A.D. 1841.

Telephone No. 616.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1/2" to 16"
CABLE LAID 5" to 15"
4 STRAND 3" to 10"

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

"MUMEYA"

"While-you-wait" Photography.

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

PRICE 2.00 per 3 pcs. on Post Cards.

No. 2 Queen's Road Central.

TELE: No. 254.

NORTH BRITISH & MERCANTILE

INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE

COMPANY, LTD.,

and

THE RAILWAY PASSENGERS

ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914,

£23,970,367.

—Authorized Capital £8,000,000

Subscribed Capital £4,500,000

Paid-up Capital £2,477,500

II—Fire Funds..... 3,527,967

III—Life & Annuity Funds..... 17,167,590

Sinking Fund Account..... 128,230

£23,970,367

Revenue Fire Branch..... £1,381,456

Life and Annuity Branch..... 2,141,593

Revenue Marine Department..... 337,223

Other Receipts..... 473,940

£2,333,212

The Accumulative Funds of the various

Branches are separately invested, and, by

Act of Parliament, are set aside to meet

the claims under the respective Depart-

ments of the Company's Business.

SHEWAN, TOMES & CO

Agents

LEE YEE'S

HAIR DRESSING SALOON.

Electric Facial Massage with

Massage Cream, Perfumes,

By

EXPERIENCED HANDS

Novels, Magazines,

Ladies' Fashion Books and

Toilet Requisites.

18, D'Aguiar Street.

Hongkong, July 5, 1915.

581

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

If you have lost your appetite, one of

the big variety of dainty dishes at the

ALEXANDRA CAFE is sure to tempt

you.

79.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers,
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRATING DOCK 75' x 85' x 34'

Pumps empty Dock in 2-3 1/2 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—
JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK"

TELEPHONE No. 212.

VICTORIA THEATRE

TUESDAY, 16th MAY, 1916.

ANOTHER ASTOUNDING PROGRAMME

The Foundling (in 4 Reels).

A Touching Drama Built on Powerful Plots.

2nd EPISODE

Dolly of the Dailies (8 Reels).

INTERESTING STORIES FROM HOME CHAT.

FEATURING MARY FULLER.

COMICS:—
BRAYS FAMOUS CARTOONS, BLACKEYS ADVENTURE.

MAUDRELS FATE (1 Reel Comedy).

Interesting:—
PATHE'S BRITISH GAZETTE.

FRIDAY

TWO VERY EXCITING EPISODES

"EXPLOITS OF ELAINE"

THE HONGKONG HOTEL

AND

GRILL ROOM

J. B. TAGGART,

MANAGER.

PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Centra, Lounge, Smoking and Ladies' rooms.

Root Gardens.

Terms:—From \$5 per day Mex.

Telegraph Add: "Peaceful"

P. O. PROSTER,

Manager.

PATELL & CO.

Importers-Exporters

AND

Commission Agents

HONGKONG.

Branches:—

SAN FRANCISCO, CAL.

YOKOHAMA, JAPAN.

BOMBAY, INDIA.

China:—

HANKOW.

SHANGHAI.

CANTON.

DON'T Forget after the Show, Supper

and Light Refreshments.

ALEXANDRA CAFE

Open THURSDAY

KING EDWARD HOTEL

Central Location

A 14 Electric Traction Pass Entrances.

Electric Lifts, Fans and Lighting.

European Baths and Sanitary Fixings.

Hot and Cold Water System throughout.

Best of Food and Service.

TELEPHONE 373.

TELEGRAPHIC ADDRESS: "VICTORIA"

J. WITCHELL,

Manager.

SIEN TING

Surgeon Dentist

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE

Consultation.

GREEN ISLAND CEMENT CO., LD Portland Cement

In Casks of 875 lbs net.

In Bags of 250 lbs net.

Shewan, Tomes & Co

GENERAL MANAGERS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON, AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 15th MAY.

8 A.M. 'KINSHAN' 5 A.M. 'HONAM'

10 P.M. 'HONAM' 5 P.M. 'FATSHAN'

TUESDAY, 16th MAY.

8 A.M. 'FATSHAN' 5 A.M. 'KINSHAN'

10 P.M. 'KINSHAN' 5 P.M. 'HONAM'

Single Fare by Night Steamer \$ 8.00

Return Fare by Night (available also for Return by Day Steamer) 11.00

Single Fare by Day Steamer 5.00

Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.

S.S. 'HEUNGSHAN' Tons 2016 | S.S. 'SUI TAI' Tons 1451.

HONGKONG TO MACAO.

Week days at 8 A.M. and 9 P.M. from the Company's Wing Lok Street Wharf

Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 21st MAY.

The Company's Steamship "TAISHAN."

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at

7.30 A.M., and from Hongkong at 1 P.M., from the Company's Wing Lok Street

Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 P.M.

CANTON-MACAO LINE.

S.S. 'SUI-AN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO

STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,

AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. 'SAINAN', 688 Tons, and S.S. 'NANSING', 469 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the

same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to

Hongkong or vice versa by the Company's direct Steamers "LINTAN" and

RANUL. These vessels have superior Cabin accommodation and are lighted

throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),

Opposite the Blake Pier.

INTIMATIONS

THE HONGKONG ELECTRIC
COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the TWENTY SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Buildings on SATURDAY the 20th May, 1916, at 12 o'clock noon for the purpose of presenting the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1915, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th May to the 20th May, both days inclusive.

By Order of the Board of Directors.

GIBB LIVINGSTON & CO.

Agents.

Hongkong, May 2, 1916.

005

HONGKONG ELECTRIC
COMPANY, LTD.

REDUCTION IN PRICE.

FROM 1st May, 1916, the price of Current for Lighting and Pumps will be reduced to 20 cents per unit. Discounts will remain as before.

GIBB LIVINGSTON & CO.

Agents.

Hongkong, May 1, 1916.

600

THE CHINA-BORNEO COMPANY
LIMITED.

NOTICE TO SHAREHOLDERS

THE THIRTEENTH YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Buildings, at 11.30 A.M. on MONDAY the 22nd May, 1916 to receive a Statement of Accounts for the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The Transfer Books of the Company will be closed from the 2nd May, both days inclusive.

THE CHINA-BORNEO CO., LTD.

W. G. Darby.

General Manager.

Hongkong, May 3, 1916.

613

PEAK TRAMWAYS COMPANY
LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Hongkong Hotel, Hongkong, on TUESDAY the 22nd May, 1916 at Noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st April, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to the 25th instant both days inclusive.

PEAK TRAMWAYS COMPANY LIMITED.

JOHN D. HUMPHREYS & SON.

General Managers.

Hongkong, May 6, 1916.

66

WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURIKI.

The first (1913) edition is already sold. BIOGRAPHIES of over 6,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in the book. Quite new materials and accurate sketches, both being utterly free from prejudices.

Many portraits are inserted. The book contains over 1,400 pages. The price is yen 8 (12/-) or \$3 per copy. Orders for the book should be accompanied by payment.

Subscribers for the second annual edition of 'Who's Who in Japan' will be allowed a reduction of one yen.

The registered postage is 18 sen, to Korea and China 40 sen and to Europe & America 70 sen or 35 cents.

It is a GOOD ADVERTISING MEDIUM. Many influential papers of the world noticed this work in the highest terms. For example: 'The Daily Mail' says:—

'Yet another "Who's Who" and this time from Japan! The reader is apt at first to regard it as a curiosity, as a sign that the East has now become Western practically almost to the last detail. But "Who's Who in Japan" is far more than a curiosity; it is a very sound and useful reference book. It is printed in English and contains brief biographies, on the accepted model of prominent men in Japan. Mr. Kuriki is a skillful editor and has done his work well.'

Who's Who in Japan Publishing Office,

No. 5, Ichome, Uchisaiwaicho,

Kojimachi-Tokyo.

68

"A SCOUT IN FAIRYLAND"

"JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with typical illustrations for the benefit of War Charities.

ON SALE AT:—

Messrs. Wm. POWELL, Ltd.,

Messrs. WHEATMAN, Ltd.,

Messrs. KELLY and WAUGH, Ltd.,

Messrs. WHITEHEAD,

Laidlaw & Co., Ltd.,

and THE CHINA MAIL, Ltd.

Price 50 Cents.

If you happen to be late your meals will be Courtesy and Promptly served for the same. Only at the ALEXANDRA CAFE.

ALEXANDRA CAFE.

ALEXANDRA CAFE.

ALEXANDRA CAFE.

ALEXANDRA CAFE.

ALEXANDRA CAFE.

ALEXANDRA CAFE.

ALEXANDRA CAFE.

INTIMATIONS

ROOMS WANTED.

WANTED: Furnished, partly furnished or unfurnished ROOMS or FLAT in CENTRAL DISTRICT. Apply "ROOMS". C/O "CHINA MAIL" Office. Hongkong, May 2, 1916.

WANTED.

A Portuguese FOREMAN ENGINEER for an industry in Hongkong, must have thorough knowledge of managing Chinese workmen, good salary to a suitable man.

Apply by letter stating age and experience to "S". C/O "CHINA MAIL" Office. Hongkong, May 3, 1916.

NOTICE.

TENDERS are invited until May 17th, 1916 for the salvage of Cargo now the s.s. "CHYO MARU" stranded on Sushima Island.

Condition of Tender may be had from the undersigned.

K. DOI,

Acting Agent,

Tokyo Kisen Kaisha.

Hongkong, May 13, 1916.

610

HAMBURG-AMERICA LINE.

G. PRIEN

HILL BERGMANN & CO.

F. LORRIA

(In Liquidation).

610

CREDITORS are required to send in their Claims against the above to the undersigned, No. 5 Queen's Road Central, on or before WEDNESDAY the 31st May, 1916.

Dated the 12th May, 1916.

J. HENNESSEY SETH A.S.A.A.

Liquidator.

650

THE CHINA FIRE INSURANCE
COMPANY LIMITED.

NOTICE.

FROM this date Mr. C. MONTAGUE EDE has been appointed General Manager of the Company and during his absence from the Colony Mr. C. H. HAY will perform the duties of the General Manager and sign per pro.

By Order of the Board of Directors.

P. H. HOLYOAK,

Chairman.

Hongkong, May 13, 1916.

618

ROYAL HONGKONG GOLF CLUB.

EARLY MORNING GOLF.

A BALL played on any portion of the Sand-Tract, Green-Tract, or in the Ditches on both sides of the said Tract must be lifted and dropped in the fairway one stroke to the hole, under penalty of one stroke.

This Local Rule applies only to Early Morning Golf, and has been introduced to avoid annoyance to riders and ponies on the track.

Players are requested to keep their caddies off the rails when ponies are passing.

The above Local Rule is applicable to the Part Cup when competed for in the early morning.

By Order of

THE COMMITTEE.

Hongkong, April 11, 1916.

628

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all kinds of Rheumatism, Gout, Gravel, Neuralgia, Sciatica, etc. It is the only medicine that cures these ailments. All kinds of Rheumatism, Gout, Gravel, Neuralgia, Sciatica, etc. It is the only medicine that cures these ailments.

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all kinds of Rheumatism, Gout, Gravel, Neuralgia, Sciatica, etc. It is the only medicine that cures these ailments.

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all kinds of Rheumatism, Gout, Gravel, Neuralgia, Sciatica, etc. It is the only medicine that cures these ailments.

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all kinds of Rheumatism, Gout, Gravel, Neuralgia, Sciatica, etc. It is the only medicine that cures these ailments.

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all kinds of Rheumatism, Gout, Gravel, Neuralgia, Sciatica, etc. It is the only medicine that cures these ailments.

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all kinds of Rheumatism, Gout, Gravel, Neuralgia, Sciatica, etc. It is the only medicine that cures these ailments.

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all kinds of Rheumatism, Gout, Gravel, Neuralgia, Sciatica, etc. It is the only medicine that cures these ailments.

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all kinds of Rheumatism, Gout, Gravel, Neuralgia, Sciatica, etc. It is the only medicine that cures these ailments.

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all kinds of Rheumatism, Gout, Gravel, Neuralgia, Sciatica, etc. It is the only medicine that cures these ailments.

MARTIN'S

APIOL & STEEL

PILLS

"To make sales is not enough
you must make friends.""CAPSTAN"
NAVY CUTTOBACCO &
CIGARETTES
HAVE BEEN MAKING
FRIENDS FOR YEARS

W.D. & H.O. WILLS

"Constant growth signifies constant
merit."

DEFENDERS OF VERDUN.

COL. REPINGTON'S EULOGY.

Colonel Repington, the "Times"

military correspondent, who paid a visit

to the Verdun front, pays a very high

tribute to the valor of the French

troops and the military judgment of their

commanders in the following interesting

dispatch:—

"We must render great homage to the

stubborn defenders of Le Poirer Hill, the

Fort-Homme, Vaux fort and the other

French positions on the Verdun front for

their magnificent fighting through the

great Verdun battle."

"The French aviators also deserve the

highest praise. During my visit I saw

many aviators have the energy's anti-

aircraft guns with the greatest intrepidity,

but I did not see a single German aviator

cross our front. In a single day the

French accounted for six German aeroplanes

without themselves sustaining any loss."

From my personal experience I am

of opinion that the French anti-aircraft

guns are superior to those of the Germans,

and it also appears to me that our Allies

employ this artillery upon more scientific

principles."

GENERAL PETAIN'S USE OF ARTILLERY.

General Petain realized the role which

artillery was to play in this war, and after

a month of the configuration. He

rapidly learned to appreciate the value of

fire. This marvellous operation of

modern artillery is particularly suited to

the French genius and to the terribly

destructive fire of the famous "soixante

quatre."

Nevertheless it is in the employment

of heavy artillery that General Petain

excels. He has rendered the use of his

heavy artillery extraordinarily "supple,"

and the heavy guns have become a battle

instrument of marvellous efficacy.

General Joffre spoke to me with

enthusiasm of the method whereby the

French medium calibre guns, and those

of 150mm. and 210mm., are made to

dominate the German guns which are

often heavier and of longer range."

"The Germans have engaged all their

available troops in this battle and, after

the arrival of a division withdrawn from

the Russian front a few days ago, they

now have thirty divisions in the Verdun

theatre."

ECONOMIC GERMAN LOSSES.

"The estimate according to which the

German lost 150,000 men during the first

month of the battle is a moderate one.

The enemy is given no breathing space

in artillery. They fire night and day, keep-

ing under their fire all possible routes,

reserved positions, woods and cantonment

zones. When the Germans abandon the

main routes and take to paths, the French

visitors discover them and the paths are

swept by artillery fire in their turn."

General Petain does not hesitate to

abandon a piece of ground if the Germans

are obstinate in their efforts to obtain it,

and if, as at Malancourt, it does not

form an easily defended salient. But he

always makes sure the enemy shall pay

the maximum price, and he does not

allow him to advance unless he is ready

to sacrifice three lives for one. "The whole

north-eastern front is littered with

German dead."

One evening a French patrol was sent

out to examine an advanced German

trench which was reported by the aviators

to be full of men. The patrol found that

the trench was indeed crowded, but every

one of its occupants was dead."

We must admit the importance of the

positions occupied by the German artillery

and also the number and range of their

guns. General Petain is holding out

solidly, however, and very interesting

news may be expected from Verdun in

the near future."

MAGNIFICENT FRENCH SOLDIERS.

"What magnificent soldiers the French

soldiers are! I have visited them in their

trenches, and I have seen them go out to

fight and return from the charge. I have

observed their fine discipline and their

courage, and I have admired the good

work they do."

feeling which exists between them and

their officers. I believe that the morale

of the French army has never been higher.

The French believe in their commanders

and in themselves. They have confidence

in victory, and they are consecrating

themselves to its attainment."

"The battle of Verdun is not yet

finished. All the line on our side is

closely watched by Joffre and Castelnau

who have ample reserves in hand."

GERMANS' SHORT OF RESERVES.

"At the present time the Germans have

two large masses of troops on the western

front: one opposite the British army and

the second in the Verdun theatre. The

first group consists of about thirty-four

divisions, including reserve divisions. The

second consists of thirty divisions. The

rest of the German line in France is

thinly furnished."

The Germans plume themselves in

the belief that a great many French

divisions have been exhausted at Verdun.

They forget, however, that the French

being in possession of powerful reserves,

withdraw their divisions from the front

lines before they have lost their fighting

qualities and give them a period of rest."

The Germans on the contrary make

their divisions go on fighting until they

have lost fifty per cent. of their effectives.

They then withdraw them, bring them up

to strength with men from depots and

rush them back to the front. They do

this because they have no other large

units in reserve. They certainly would

not act in this way were this not the

case."

T.K.K. AMERICAN LINE.

SUBSTITUTE FOR THE "CHYO-

MARU."

The Tokyo Kisen Kaisha has applied to

the Department of Communications for



Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General Produce
Brokers and Commission
Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"MERION" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

TUESDAY,

the 16th May, 1916, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A QUANTITY OF VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, CARPETS, RUGS, &c.

As Follows:—
Four Large Carpets, Upholstered Suites, Arm-chairs and Sofas, Card Tables, Bedroom Furniture, Brass Bedstead, Double Brass-mounted Bedstead, Sideboard, Dinner Wagon, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., etc., Dinner, Tea and Coffee Services, Crockery, Glass Ware including "Cut-glass," Cooking Stoves, Cutlery, Toilet Sets, Ice Chests, etc., Bath Room Utensils, etc., including a quantity of Good Electro Plating.

Also
2 Pianos, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Pictures, Engravings, and a few Oil Paintings, Bath Tubs, American Ice Chest, etc.,

A few lots of Brass Vases, Flower Pots. (Full Particulars from Catalogue.)
TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 10, 1916. 639

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

FRIDAY,

the 16th May, 1916, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A QUANTITY OF HOUSEHOLD FURNITURE, &c.

Comprising:—
Sideboards, Dinner Wagon, Dining Tables and Chairs, Chesterfield Sofas, Arm-chairs, &c., Wardrobes and Toilet Tables, Double and Single Brass and Brass-mounted Bedsteads, &c., Miscellaneous Furniture, several lots of Blackwood Ware, Carpets, Pianos, Porcelains, Ice Chests &c.

Also
"Brass Vases, Flower Pots."

A few lots of Rattan Furniture, &c. (Full Particulars from Catalogue.)
TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 13, 1916. 632

AGENTS.

LONDON.—WILLIAM SLATER, 42 Great Russell Street, W.C. F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E.C. T. D. BROWN & CO., Ltd., 183 Queen's Road, Victoria, S. CLARKE, SON & PLATT, 85 Gracechurch Street, E.C. G. STREET & CO., Ltd., 30 Cornhill, London & Gorton, 15, St. Bride St., E.C. ROBERT WATSON, 150 Fleet Street, C. MURPHY & CO., 40, King Hill, Ebbw Vale, Wales, E.C. D. J. KENTON & CO., 3, Whitefriars St., E.C. MATTHEW & COVATTA, Ltd., 10, 11, 12, New Bridge St., E.C.

SCOTLAND.—FRED L. SMITH, 8 North St., David Street, Edinburgh.

PARIS AND EUROPE, MAYNARD FRERE & CO., 19 Rue de la Grange, Balais, Paris.

NEW YORK.—T. B. BROWN, Ltd., Zolman Hall, West 44th Street, New York City.
THE CHINESE EVANGELIST OFFICE, 62 West 52nd Street.

SAN FRANCISCO and American Ports generally.—DEAN & BLACK, San Francisco.

FOOCHOW.—BROOKLYN & CO.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

CYLON.—W. M. SMITH & CO., THE AUCTIONEERS CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WALES, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WATSON & CO., Manila.

SHANGHAI.—Messrs. KELLY & WALES, Ltd., Kato and Yokohama.

JAPAN.—Messrs. KELLY & WALES, Ltd., Kato and Yokohama.

QANTON.—PARK & CO.
THE CHINA MAIL, LTD.
6, Wyndham Street, Hongkong.

FOR SALE

FOR SALE

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, One four Cylindered Marine Engine 12-16 horse power complete with Magneto, Reverse Gear, Shaft, Propeller, &c. Full particulars may be had from the undersigned.

TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers.

Hongkong, May 4, 1916. 617

NOTICE OF REMOVAL.

ON and after MONDAY, 8th May, 1916, the Offices of The China Fire Insurance Co., Ltd. will be REMOVED to the Offices of The Union Insurance Society of Canton Ltd.

3 Queen's Buildings,
Chater Road,
C. PEMBERTON,
Secretary.

Hongkong, May 8, 1916. 637

SILIMPOPON (SEBATTIK) COAL.

THE Undersigned having been appointed Agents for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL (other cargo or Bankers) or SANDAKAN (British North Borneo).

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Siboko Bay (Sebatik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents COWIE HARBOUR COAL Company, Limited.

Hongkong, Dec. 2, 1915. 1627

JAPANESE MAKERS.

Every kind of Footwear

MADE TO ORDER

CHERRY & CO.,

PEPPER STREET,

Opposite Hongkong Hotel.

Telephone No. 421.

Hongkong, March 20, 1914.

PEAR TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 8.10 p.m. Every 10 minutes.

3.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.30 a.m. to 12 Noon Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAY.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office.

No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comprode order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

THE ALEXANDRA OAFS Cannot be beaten. If Equalled. For Bread Cakes, Confectionery Made with White & Liquors.

THE WAR.

(Continued from Page 5.)

SUNDAY'S TELEGRAMS.

Reuter's Service to the China Mail.

GERMAN OFFENSIVE ON RUSSIAN FRONT.

PETROGRAD, May 13.

A communique states that the enemy has assumed a stubborn offensive in the region of Jacobstadt, which continues. There has been the usual minor fighting elsewhere.

[Jacobstadt is midway between Riga and Divinsk.]

RUSSIAN FRONT.

BRISK FIGHTING NEAR PRIPET.

PETROGRAD, May 14.

A communique states:—There has been brisk fighting around Rypet, which in places developed into a hand-to-hand struggle.

RUSSIAN GAINS IN THE CAUCASUS.

The Russians severely defeated the Turks in the Caucasus, where, after a dashing night attack, the mountains near Erzinjan were captured, along with 30 Officers and 365 men. Another column captured a gun, 1,000 rifles and a vast quantity of ammunition.

THE VERDUN REGION.

ANOTHER GERMAN EFFORT DEFEATED.

PARIS, May 12.

The French were again successful at Verdun. Today's communique says:—The Germans at night time vainly attempted to dislodge us from the positions we captured on the slopes of Duhamel Hill. We defeated two successive attacks.

There was intense artillery activity from Avocourt Wood to Duhamel Hill, and there was also a bombardment in the Douaumont-Vaux region.

ENEMY'S SERIOUS LOSSES.

PARIS, May 13.

A communique states:—The artillery duel has been uninterrupted in the sectors of Avocourt Wood and Hill 304. We further progressed in the night in the vicinity of Hill 287.

Last night the Germans renewed their attacks, south-east of Fort Duhamel, but despite the violent previous bombardment our line gave way nowhere, and all the attacks were repulsed with serious losses to the enemy. Other enemy attempts north of Thiaumont Farm were likewise stopped by our curtain of machine-gun fire.

IMPORTANT FRENCH GAINS.

PARIS, May 14.

The importance of the French gains at Verdun is shown in a semi-official communique. While the Germans are making futile attacks in aiming at Fort Duhamel, the French are extending their lines west of the Meuse almost from the Bethincourt region to Duhamel Hill. They seized a vital hillock protecting Hill 304, and consolidated their lines at many points, making progress at Duhamel Hill. The Germans again show signs of weakening after their recent furious and abortive effort.

THE BRITISH FRONT.

ABORTIVE ENEMY ATTEMPT.

LONDON, May 12.

A British communique says:—The enemy unsuccessfully attempted to raid our trenches at Ovillers on Thursday night. There was reciprocal mining activity to our advantage to-day at Beaumont and Fricourt.

There was artillery activity at Angres, Ypres, and Hohenzollern Redoubt.

TRENCHES LOST AND REGAINED.

LONDON, May 13.

A British communique states:—Last evening after a heavy bombardment, the enemy succeeded in capturing 500 yards of our front trenches north-east of Vermelles. We regained the position by a counter-attack at night. There has been no further infantry action to-day, but considerable artillery activity in this neighbourhood. We bombarded an enemy position at Quincy, but otherwise there have been only minor artillery duels.

LONDON, May 14.

A communique states:—After a heavy bombardment last night against our trenches between Somme and Maricourt, the enemy made three attacks, one of which succeeded in entering our trenches, but he was immediately driven out. Some dead Germans were observed in our wire, and one prisoner was taken.

THE COMPULSION BILL.

LONDON, May 12.

The House of Commons this morning concluded the Committee stage of the Compulsion Bill, which will become law next week.

THE ITALIAN FRONT.

ENEMY'S USE OF LIQUID FIRE.

ROME, May 13.

A communique announces violent artillery fighting at Coldanna. The enemy used liquid fire, but with no effect, at Carso.

Otherwise, the day has been uneventful.

TURKISH OFFENSIVE REPULSED.

FIGHTING IN MESOPOTAMIA BY RUSSIANS.

PETROGRAD, May 13.

A communique reports a slight Russian advance in the Caucasus, and the repulse of a Turkish offensive in Mesopotamia, where the Russians took an Austrian gun.

TURKISH ATROCITIES IN ARMENIA.

A TERRIBLE STORY.

PETROGRAD, May 14.

The Turkish atrocities perpetrated upon Armenians at Trebizond are declared to surpass all the Turkish cruelties to Armenians elsewhere. The expulsion of the Armenians began in July 1915, when hundreds of young and influential Armenians who were arrested on charges of treason in aiding the Russians were embarked in boats and drowned at sea.

Others were sent to a neighbouring village, where the women were violated and killed and the children bayoneted. The Turks used the heads of the children as targets for firing practice. The survivors were sent to Lazurum. The whole road was strewn with the bodies of children and adults. The surviving children are now being collected by Russian benevolent societies. They present a terrible spectacle being emaciated and looking sickly and haggard. They are also always asking if they are going to be massacred. The Greeks at Trebizond are of the opinion that the massacres were organised by the Turkish Government, which mercilessly persecuted anyone assisting Armenians.

THE STARVATION OF POLAND.

AMERICAN SCHEME OF RELIEF.

LONDON, May 14.

Sir Edward Grey, on the 10th inst. agreed to an American scheme of relief for the population of Poland, provided that Germany would pay the expenses of transport in German ships, and not interfere in the slightest with the American administration; also, if Germany and Austria would undertake to feed the starving populations of Serbia, Albania and Montenegro.

A memorandum from the American Ambassador states that there are fifteen million people in the area occupied by Germany, and the United States undertakes to furnish only the 4,000,000 concentrated at Warsaw, Lodz and four other cities. He also estimates that it will be necessary to import 40,000 tons of foodstuffs monthly.

SITUATION IN IRELAND.

COURT-MARTIALS PRACTICALLY FINISHED.

LONDON, May 12.

Dublin Headquarters announce that another death sentence has been commuted to penal servitude for life. Eleven others have been sentenced to imprisonment for terms varying from life to a year. The announcement adds that the court-martials in Dublin are practically finished and they are now dealing with the men arrested in the provinces.

In view of the gravity of the rebellion, its connection with German intrigue propaganda, and the great loss of life and destruction of property, the Commander-in-Chief has found it imperative to inflict the severest sentences on known organisers of the detestable rising, and the commanders in the actual fighting. It expresses the hope that the examples will be a sufficient deterrent to insurgents, and will show that murders of His Majesty's liege subjects will not be tolerated.

MR. ROOSEVELT TO STAND FOR PRESIDENCY.

NEW YORK, May 14.

Mr. Roosevelt, in a letter to a supporter, announces for the first time that he is a candidate for the Presidency.

FIGHTING IN AFRICA.

ENEMY ATTACKS REPULSED.

LONDON, May 13.

On the 11th the enemy repeatedly attacked Kondairangi, using a gun from the cruiser *Koenigsberg*. They were repulsed, fifty dead being picked up, including two Europeans. Our losses were small. It is believed that the Commander-in-Chief led the operations.

MR. ASQUITH IN DUBLIN.

Mr. Asquith arrived at Dublin to-day. Observers say that he stepped wearily from the mail-car, and his seldom looked grave. He went straight to the Vice-Royal Lodge.

TWO MORE MEN SHOT.

The remaining signatories to the Irish Provisional Government Manifesto, James Connolly and John MacDermott, have been shot.

OVER 300 PRISONERS DEPORTED.

The military authorities announce that over 300 prisoners have been deported from the detention prison.

[Mr. Tennant stated in the House of Commons the previous day that 1,700 persons had been deported. Whether the 300 mentioned in the above telegram are additional deportees, or are included in Mr. Tennant's total is not clear.—Ed.]

THE IRISH SECRETARYSHIP.

LONDON, May 13.

It is reported that Lord Macdonnell is acting as Secretary of State for Ireland.

WORCESTERSHIRE YEOMANRY.

PRISONERS AT DAMASCUS.

LONDON, May 14.

News has been received at Worcester to the effect that besides the Hon. C. J. Coventry, twenty Officers and 230 men of the Worcestershire Yeomanry are prisoners at Damascus.

TOWNSHEND SON AND HEIR.

LONDON, May 14.

The Marchioness Townshend has given birth to a son and heir. Previously, General Townshend of Kut was heir to the Marquessate.

AMERICA'S TREATY OF ARBITRATION.

GERMANY SURPRISED TO FIND IT IS NOT A SCRAP OF PAPER.

WASHINGTON, May 13.

After the despatch of the American Note on the 8th inst., Mr. Lansing issued a statement mentioning that the bulk of the German Note was devoted to matters which it was impossible for the United States to discuss with Germany, and adding that dealings between the United States and Great Britain must be conducted on the basis of Treaty obligations.

An Amsterdam telegram shows that this statement has alarmed Germany.

The *Postische Zeitung* asked Mr. Gerard, the United States Ambassador, for an explanation of the statement. Mr. Gerard said the reference to Treaty obligations doubtless was to the Arbitration Treaty concluded in 1914 by the United States with twenty-one other States, including Great Britain, providing for the reference of disputes susceptible of diplomatic settlement to a Commission, which was allowed one year to report.

The *Kölnische Zeitung* describes Mr. Gerard's interpretation as extraordinarily important, as it means that the United States is willing to submit to a Commission the British violations of international law and to peacefully await a settlement with Great Britain till after the end of the war.

BRITAIN'S "TIGHTENING GRIP."

SIGNIFICANT GERMAN NEWS.

WASHINGTON, May 14.

A despatch from Herr Wiegand, Germany's unofficial Press representative, states that Germany is considering the appointment of a Minister of Food, who will control the distribution so as to prevent the British grip tightening on Germany's throat.

It is noteworthy that Herr Delbrueck, Minister of the Interior, who up to the present has been responsible for the food supply, has resigned.

AMERICA AND GERMANY.

SITUATION COMPLICATED.

NEW YORK, May 13.

The Associated Press at Washington authoritatively states that Germany's Note has complicated the situation, making it impossible for the United States to press her demands upon the Allies without appearing to do so at the bidding of Berlin. Consequently, it is uncertain when the reply to the latest British communication will be forwarded.

EXPORT OF RICE FROM SAIGON.

Export of rice from Saigon from the 1st of January to 17th of April amounts to 365,538 tons, as compared with 322,544 tons for the same period last year. From the 7th March to 17th April the amount of rice exported from Saigon to Hongkong totalled 115,440 tons.

Seigon/Java.—The prohibition on exports from Saigon having been raised it is likely that a move will be made in this direction in the near future.

Seigon/Philippines.—There is nothing doing for prompt tonnage and a Philippine-owned steamer offering for early June loading, at 85 cents only, has so far not been placed.

Bangkok.—This is the only market still giving vessels on the regular run remunerative business—the rate after some fluctuation,

WATSON'S OLD BROWN BRANDY

THE
PEG O' MY HEART



A. S. WATSON & CO., LTD.,
HONGKONG.

W.M. POWELL, LTD.
Telephone 346.

GENTLEMEN'S
SUMMER
UNDERWEAR.

OF THE COOLEST MAKES

"B.V.D."

"ERTEX"

OR

"FLEXINET"

ARE THE BEST.

ALSO IN

INDIA GAUZE

AND

WOOL and COTTON.

INSPECTION INVITED.

THE DIARY.

MEMO. FOR TO-MORROW.

2.30 p.m.—Auction of Furniture,
Carpet, etc., at Messrs.
Hughes and Houghs.

General Memoranda.

WEDNESDAY, May 17.—

Noon—Meeting of Creditors of the
Tung Kee and Wing Kee Firm.

Entries close for Gymkhana on
May 27.

10.11 p.m.—Full Moon.

FRIDAY, May 19.—

Noon—General Inspec. Office Extra-
ordinary Meetings.

2.30 p.m.—Auction of Furniture, etc.,
at Messrs. Hughes and Houghs.

SATURDAY, May 20.—

Noon—Hongkong Electric Co. Meeting.

SUNDAY, May 21.—

9 a.m.—Excursion to Macao by S.S.
"Taishan".

MONDAY, May 22.—

11.30 a.m.—China-Borneo Co's Meeting.

WEDNESDAY, May 24.—

Holiday Empire Day.

FRIDAY, May 26.—

Queen Mary's Birthday (1867).

SATURDAY, May 27.—

2.45 p.m.—Second Gymkhana Meeting
of the Season.

TUESDAY, May 30.—

Hongkong Stock Exchange Settlement
Day.

THE CHINA MAIL
TYPHOON
MAP and
GUIDE

Enables one to locate the centre
of a Typhoon.

MOUNTED ON CARDBOARD AND
TAPED FOR HANGING.

Price 50 Cents.

From the China Mail Office.

considerable quantities of gold in
bamboo tubes, sent by registered
parcel post. A moratorium in China
therefore must hurt the Germans
perhaps more severely than any other
people, though at the present time
none of the Powers at war can afford
to contemplate a moratorium in
China for an indefinite period.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The P. & O. homeward mail
steamer "Khiva" with the Hongkong
Mail of the 7th April last, arrived at
Marseilles on Thursday morning the
11th instant.

News was received by Messrs.
Douglas, Lapraik and Co. today of the
death of Mr. Mackintosh, who was for
about 40 years an engineer in the
Douglas Steamship Company. He
retired about 4 or 5 years ago and was
resident at Partick, Scotland, when he
died.

CONCERT AT ST. PAUL'S COLLEGE.

A farewell concert to Miss K. L.
Stewart, sister of the Rev. A. D.
Stewart, who is associated with him
at St. Paul's College, took place on
Saturday evening. Several hundred
students and friends were present to
wish Miss Stewart bon voyage and a
safe return to the Colony after a
well-earned rest.

At an interval in the programme
Miss Stewart was made the recipient
of a bouquet of flowers from the School
Boys, members of St. Paul's
Church and others. These included
a gold bangle, gold wrist watch,
blackwood table, a large tablet of the
Chinese character "Si," composed
of old Chinese coins recently un-
earthed in the north of Kwangtung
Province, a large roll of Chinese silk,
pictures, and also an illuminated
address testifying to the students'
high appreciation of Miss Stewart's
untiring efforts on their behalf. The
Bishop of Victoria supplemented the
remarks, reminding those present
that it had been very difficult to
persuade Miss Stewart to take a
well-earned rest. In reply, Miss
Stewart said she had never been
so happy as in her work at St.
Paul's College. She would be con-
stantly thinking of them, and her one
wish would be to return to them as
soon as possible.

IDEALISM.

The "Spectator" puts forward a
plea for a memorial of the war that
I fear is never likely to get out of the
world of idealism into that of
practicality.

"We propose," it says, "that a wide
memorial road should be laid out in
"No Man's Land," the dead ground
between the two front lines, and should
run from Nieuport to Basle, from the
sea to the Alps; a great road with
monuments to the fallen and to the
deeds of heroism done by this and that
individual company, regiment, brigade,
division, and army scattered along it,
and marked also with chronological and
geographical records of the war. The
new road would sweep in gentle curves
between the grim ruins of the trench
lines.

"No attempt should be made to
obliterate or keep in repair any of the
ditches and parapets. Let Nature do
her beneficent work here, and let the
winds and the rains renew the blood-
stained air. All we would do to the
trench line would be to plant it on
either side with the poplars that make
the main roads of France so magnificent
in their ordered pomp. Blossoming
trees of all kinds might be set among
the shell holes and craters, and in the
Spring and Autumn it would add
beauty and dignity to the sacred
road."

Close to the seashore, it is further
suggested, should stand a great entrance
arch telling in sculpture and inscription
the message and meaning of the road.
Along the road, to mark the sections
held by the true Allies, should be a
Belgian arch, a British arch, and a
French arch, with here and there
monuments dedicated to special
regiments. The German side of the
road should be left there grim and
recordless and devoted alone to that
suggestion: "In practical at least, that
the road should be a real road, bearing
the traffic of the region traversed,
and attracting a stream of the world's
tourists, thus helping to develop those
towns which have suffered most
 grievously by the war."

BY THE WAY.

The last Subscription List published
by the War Charities Committee
afforded evidence of the sympathy
of the Chinese population of the
Colony with the suffering entailed
by the war which cannot fail to be
appreciated, and remembered with
gratitude. That list was a Chinese
list entirely. It contained the names
of over five hundred subscribers and
the subscriptions in it totalled over
\$30,000. And this represents no
very large proportion of the total sum
which the Chinese residents of the
Colony have contributed to the War
Funds since the beginning of the war
twenty-one months ago.

There has been a good deal of
speculation lately as to what profits
the Banks are making, owing to the
rise in exchange. A little incident
a few days ago made me wonder how
much the Colonial Post Office is
netting from the same cause. I had
occasion to purchase a 5/- postal
order, and I found that the Post
Office, at the day's rate of exchange,
netted 6d. on the transaction—which
is a pretty good "squeeze."

Those who remember Sir Matthew
Nathan as Governor of Hongkong
will be the least likely to prejudge
unfavourably his part in the recent
administration of Ireland. His
resignation of the Under-Secretary-
ship followed as a matter of course
upon that of his Chief. Ireland has
been the grave of many reputations,
but those who know Sir Matthew
Nathan will await the report of the
Commission of Inquiry with con-
fidence that it will not find the
Under-Secretary guilty to blame.

It is rather startling to see, after
the war has been in progress a year
and nine months that it has
recently been deemed expedient
to amend an Order-in-Council, in
order to more effectually secure
the public safety and defence of
the Colony. But it needs "inside
knowledge" to discover in what
respect the Order extends the very
wide powers which were vested in
the Governors of Colonies at the
beginning of the war.

Very few people are aware that
Italy has a concession in China;
hence an inquiry which has reached
us for the exact location of the site
referred to in *Whittaker's Almanac*
in the following paragraph:

"In China, Italy obtained in 1902 a
concession of land fronting the Peking
river, with a total area of 29 square
miles and a population of about 17,000
natives."

The reference is, of course, to
Tientsin, where seven nations have
concessions—or administrative areas—
Great Britain, France, Russia,
Japan, Austria, Belgium and Italy.
The United States acquired a concession
there at the same time, but
surrendered it. I believe I am cor-
rect in saying that in the whole of
Tientsin the Italian population does
not exceed 80.

The minority of the prophets have
so far been very wide of the mark
in their predictions as to the duration
of the war; but if they persevere
some of them will doubtless hit the
mark some day. Indians are great
professors of the occult sciences, and
possibly the following letter which
appears in the *Calcutta Englishman*
over the signature of "Dr. Tapo-
dhone Chatterjee," who tells us when
and how the end is to come, accord-
ing to "astronomical observations,"
may cause the reader some amuse-
ment even if the "information" be
heavily discounted.

OBSERVER.

ALLEGED ENEMY TRADING.

CROWN APPEALS AGAINST MAGISTRATE'S DECISION.

STOVES FOR FUKIEN.

An appeal from the decision of the
First Magistrate Mr. F. A. Hazeland,
who dismissed a summons brought
against Messrs. Thorenson and Co.,
Hongkong, on a charge under the
Trading with the Enemy Regulations,
was heard in the Appeal Court this
morning. The Chief Justice Sir Wm.
Rees Davies, K.C. and Mr. H. H. J.
Gompertz, Puisne Judge, were the
Justices.

The appellants were the Crown, for
which Mr. G. N. Orme of the Crown
Solicitor's Department, appeared; and
the respondents were represented by
Mr. F. C. Jenkin (instructed by Mr.
A. M. Preston of Messrs. Johnston,
Stokes and Master's Office).

Mr. Orme said the appeal was under
section 98 of the Magistrates Ordinance.
The original complaint was that on
September 19th 1915 the firm of
Thorenson and Co., traded with an
enemy firm named Pasadag and Co.,
an enemy and carrying on business in
Ordinance 25 of 1914. That ordinance
was amplified on Proclamations. Mr.
Orme thought it was incumbent on him
to state the special reasons which
rendered it necessary for the Crown,
who were in that case the prosecuting
party, to appeal from a judgment of one
of their Magistrates. The Crown felt
that that power which was given by the
ordinance could only be exercised in
special circumstances and with special
leave. Probably it was not necessary
for him to point out in the present case
that they were under special peculiar
duty in connection with the matter,
which concerned not only Hongkong or
the internal administration of Hong-
kong, but concerned Hongkong as a
link in the large Empire which was
involved in a perilous and dangerous
war and which rendered it incumbent
upon them to have the same law and so
able to fall in line with other parts of
the Empire and not fail in pressing as
against persons who break that law, the
same as similar charges would be
pressed in England or in other parts of
the Empire. It was important that
their actions in such cases should be
consistent with the general law, other-
wise they would come to a serious
grievance in endeavouring to administer
legislation which differed from the
legislation of the King and legislature,
which it was desired to enforce in
dealing with an enemy's trade. And
when it came to the end of the war it
would be incumbent on a tribunal of
that sort, when dealing with matters of
trading with the enemy, to see that
they did not let the rest of the Empire
down in providing a loop hole through
which the enemy could get in.

Counsel went on to deal with the
Proclamations and the warning notice,
and the evidence. Police Inspector
O'Sullivan, who was called for the
Crown, visited the respondent's firm
and was informed by Mr. Jensen
of the firm that his company wrote a
letter. The Inspector asked why
these goods were consigned "to order"
and Mr. Jensen said if the goods
were consigned to Pasadag and Co. no
shipping company would accept them.
The goods were actually dispatched on
the Daijin Maru and consisted of five
cases of petroleum stoves and it was
alleged against the respondents that the
stoves were actually supplied to them
and for the benefit of an enemy firm.
The respondents were Norwegian and
they were the agents in Hongkong of
the East Asiatic Shipping Co., a Danish
firm. The goods were shipped by a
firm named Duff and Co., Copenhagen,
Denmark, of Amoy, and the cases
were marked "F. D. and Co., Ltd." and
they were taken over by the
respondent firm as agents for the East
Asiatic Co.

The Puisne Judge asked if all the
facts were common ground and Crown
Counsel answered in the affirmative.
Mr. Orme went on to read a letter
sent by the respondents stating:—
"Dear Sir,—I beg to hand you
enclosed bill of lading as well as
a copy of the original bill of lading
for five cases of petroleum stoves
marked "F. D. and Co., Ltd." ex the
above ship (s.s. Arabian) forwarded
to your address per the s.s. Daijin
Maru leaving to-morrow. Please
deliver the goods to order of the
original bill, of lading against trans-
mitting expenses amounting to \$1.24
as per bill attached."

Mr. Jenkin interjected that it was
proved the goods were delivered to the
Fukien Drug Co.
The Chief Justice: What a terrible
consideration these gentlemen got for
their trouble!
Mr. Jenkin: We actually got 25 cents.
Mr. Orme: It might have meant near
life to Pasadag & Co.
At the request of the Justices Mr.
Jenkin stated the argument in the lower
court mentioning that he (Mr. Jenkin)
submitted that the respondents did not
supply an enemy firm, as the goods were
delivered to the Drug Co. Counsel
mentioned that the East Asiatic Co. had
agents in all parts of the world and com-
piled the Company to a "conduit pipe"
through which the goods passed. The
bill of lading was to order and the goods
were not consigned to the agents,
Thorenson & Co.

Mr. Jenkin, on behalf of the respon-
dents, said the case was not quite one
where the respondents had been guilty
of illegal trading. The firm's remunera-
tion was 25 cents; they had to take the
goods with the staff. Messrs. Pasadag
were entitled to a remuneration of 60
cents a ton and the stoves did not weigh
a ton.
Mr. Orme dwelt on this wording of the
judgment and denied there were any
natural rights to trade with the enemy.

It was an offence against common law
and if the Magistrate had approached
the case with that spirit he
(the Magistrate) would have taken a
more serious view.

The Chief Justice: He found there
was no breach, so it did not matter
what the Magistrate said. He had
already held that the Magistrate came to
an erroneous decision and the only two
things for them to do was either to
send back the case or deal with it.
Mr. Orme remarked that the question
of rights and duties, if he might say so,
had been jumbled in the Magistrate's
mind. It was the duty of the Govern-
ment to satisfy themselves that they
were doing everything to avoid unlaw-
ful trading.

Their Lordships, through the Chief
Justice, said they were quite prepared
to accept the view taken by the respon-
dents in that case, that what had been
done was done through ignorance. At
the same time they thought they ought
to point out that at a time like the pre-
sent when exceptional legislation was
being passed throughout the British
dominions it behoved everybody to take
very possible care that the laws were
abided by. He said they had no doubt
at all that respondent company acted
entirely in ignorance of the law but
at the same time ignorance was an in-
sufficient excuse. They were bound to
impose a small penalty in order to
emphasize that laws were made with the
intention that they should be strictly
adhered to.
Respondents were fined \$25.

JAPAN'S CARRYING TRADE.

EARNINGS BY JAPANESE SHIPS.

Prior to the outbreak of the war the
total tonnage of Japanese vessels trading
to foreign countries, did not exceed
500,000 tons, and the amount of
specie earned abroad by these ships
was in the neighbourhood of \$3,000,000.
Since the outbreak of hostilities, however,
the tonnage of Japanese ships trading
abroad has greatly increased, and at
present is estimated at something like
1,000,000 tons, including the vessels
chartered by foreigners, and the
amount of money earned by them
is now more than four times
as much as before the war. It is
not possible to arrive at an accurate
estimate of the amount of money earned
by Japanese vessels trading in foreign
countries in the shape of freight and
charterage, but the following figures per
month may be regarded as approxi-
mately correct.

Regular liners (300,000)	¥1,500,000
Extra ships and tramp	¥1,000,000
Steamers (250,000 tons)	¥600,000
Ships chartered by for- eigners (100,000 tons)	¥370,000
	¥1,170,000

The above is the amount of specie which
it is estimated is attracted to Japan
every month by the working of Japanese
ships, and as there are no fears of a
decline in freight and charterage so
long as the war lasts the import of
specie from this source during the pre-
sent year will not be less than
¥100,000,000, and possibly considerably
more than that amount.
It will be understood that this is the
calculation of the *Asahi*, and to us it
appears somewhat exaggerated.—*Japan
Chronicle*

SHIPS HOMEWARD BOUND VIA SUEZ.

A NEW REGULATION.

It is notified in the *Government
Gazette* that all homeward bound ships
using the Suez route, which sail from
the Colony on or after the 1st June, are
required to produce their Manifest and
copies of the Bills of Lading of all cargo
for Europe at the Office of the Superin-
tendent of Imports and Exports before
the ship receives her pass, in time for
the Manifest and Bills of Lading to be
checked against the export permits. A
separate manifest must be used for all
such cargo exported from the Colony to
Europe, and the number of the export
permit must be entered against each
item.

Some queer specimens of the King's
English as it sometimes appears in the
regimental orders are available to an
amused public to-day. They have been
picked up by a travelling observer and
set down as evidence that the best
fighting men are not necessarily the
best grammarians. An order that
appeared recently in France will long
live in the memory of the chaplains.

"It is notified for information that
the practice of officers' wives living
with their husbands is subversive of
discipline and is to cease forthwith."
Another one that set officers reading
it twice or so ran:—
"Train-conducting officers will inspect
both sides of their trains and sentries."
A third directed the troops as follows:
"Horses are not to be tied to trees, as
they are sure to bark and destroy
them."

CLOSING SEARE QUOTATIONS.

Banks	230 p.m.
Docks	875 b
Cements	850 b
Watson's	710 b
Humphreys	700 s
Johns	855 b
Steamboats	224 s
Wharfs	7700s

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always
have on hand a bottle of Chamber-
lain's Colic, Cholera and Diarrhoea
Remedy, as a safeguard against bowel
complaints. It always cures promptly,
and no household is safe without it. For
sale by all Chemists and Druggists.

SPORTING.

GOLF.

COMPETITIONS AT KOWLOON.

The results of the various competi-
tions organised by the Golf section of
the Kowloon C.C. are as follows:—

Captains' Cup:	1 K. McLennan
Electic Cup:	2 J. P. Robinson
Stein:	3 A. Bryson
Running Foot:	4 K. McLennan
Forewell Cup:	5 K. McLennan
Pitern Cup:	6 K. McLennan and D.J. McKenzie
"Moonraker's":	7 A. G. File and R. Abraham
Cup:	8 K. McLennan
Bitchie Cup:	9 Bryson and Wilson
	10 McKenzie and Knapton

The final for the Ritchie Cup put up
by Capt. Ritchie was played yesterday
over 36 holes on the King's Park course
between D.J. McKenzie and Knapton
and A. Bryson and D.C. Wilson. The
latter pair received six strokes. The
game attracted a good deal of interest
among Kowloon golfers and was keenly
fought from the commencement. Mc-
Kenzie and Knapton led steadily the
greater part of the distance, being three
at the first turn and two up at the
second eighteen holes they maintained
a lead of three and occasionally four up
until approaching the thirty-second
when Bryson and Wilson brought
down the margin and the players
stood all square. With three
holes to go and a stroke in hand for
Bryson and Wilson the match was con-
tested with great eagerness. The thirty-
fourth was won by McKenzie and
Knapton but the lead was lost on the
subsequent green. The last hole was
easily won by Bryson and Wilson who
thus won the cup they not requiring the
stroke. Bryson played a magnificent
game throughout against a brave oppo-
sition while in the afternoon the phenomenal
putting of Wilson was valuable help
towards the success of the pair.
The runners-up Cup is being presented
by the Kowloon Club.

HONGKONG TENNIS LEAGUE.

CLOSE MATCH BETWEEN U.S.R.C. AND H.K.C.C.

The Hongkong C.C. A team beat the
United Service Recreation Club at Kow-
loon on Saturday by a single game. The
scores were:—
H. A. Nisbet and A. R. Phillips
beat Lieut.-Col. Crisp and Lieut.
O. E. Hamilton 6-5
Beat Rev. Cooper-Hunt and
Capt. Hammett 6-3
Beat Lieut.-Col. Faichnie and
Capt. Milner-Jones 9-2
C. Thorne and M. M. Maas lost to
Crisp and Hamilton 5-6
Lost to Cooper-Hunt and Ham-
mond 2-9
Lost to Faichnie and Milner-
Jones 2-9
F. W. Cary and L. N. Murphy lost
to Crisp and Hamilton 4-7
Beat Cooper-Hunt and Ham-
mond 7-4
Beat Faichnie and Milner-Jones 7-4
50-49

KOWLOON "A" DEBAT UNIVERSITY.
The Kowloon C.C.'s easily beat the
University on the latter's ground on
Saturday by 37 runs. Scores:—
R. Evans and J. V. Braza beat
Redmond and K. Brayshaw 7-4
Beat Y. C. Yin and Ho Wing
Kin 6-5
Beat L. C. Wong and Chan
Wing Kin 6-5
Chunyet and E. Abraham beat
Redmond and Brayshaw 8-3
Beat Yin and Ho Wing Kin 7-4
Beat Wong and Chan Wing Kin 6-2
S. E. Green Dr. Lindsay Wood
beat Redmond and Brayshaw 7-4
Beat Yin and Ho Wing Kin 9-2
Beat Wong and Chan Wing Kin 9-2
68-31

Y.M.C.A. WELL BEATEN.
In the Second Division of the League
the Y.M.C.A. were badly defeated by the
Kowloon B team. Scores:—
A. O'Brien and E. Abraham beat
Brown and Elery 10-1
Beat Thompson and Mellis 7-2
Beat Kempthorne and Pullen 7-4
W. Kay and Forster beat Brown
and Elery 8-3
Beat Thompson and Mellis 9-2
Beat Kempthorne and Pullen 7-4
Cooper and Wolff beat Brown and
Elery 9-2
Beat Thompson and Mellis 8-3
Beat Kempthorne and Pullen 7-4
70-23

THE LATE SHIPPING STRIKE.

A statement by the China Coast
Officers' Guild given in the *N.C. Daily
News* last Monday said:—
According to the Guild's records, the
exact number of ships tied up as a result
of the strike yesterday was 41; that are
known. In all probability there are
many more that are "interred" in
southern ports, as telegrams are cen-
sored at Hongkong, and the Guild have
been unable to get full reports from
there. The 41 ships known to be idle
are distributed as follows: Shanghai 22,
Hankow 14, Tientsin two, Amoy two,
Newchwang one.

A SURGICAL TRIUMPH.

BULLET EXTRACTED FROM THE HEART.

A London cable to the Australian
Press says:—Surgical circles in Britain
gave unstinted tribute to Major Scot-
t's performance at the Millbank
Military Hospital, where he extracted a
bullet from the heart of Private Holder.
The injured man was told that he might
live two months with a bullet in his
heart, but he preferred to accept Major
Scott's offer of an operation, however
risky, rather than to see a hundred
doctors, and to be a burden to his
family. He was operated on by Major
Scott, who was assisted by Mr. G. H. H.
The operation was a complete success,
and the patient is now recovering.

THE WAR.

TO-DAY'S TELEGRAMS.

(Router's Service to the China Mail.)

RUSSIANS V. TURKS.

IMPORTANT RUSSIAN SUCCESSES
IN ARMENIA AND MESOPOTAMIA.

RUSSIAN ANXIETIES, DISAPPOINTMENTS.

PETEROGRAD, May 15.

A communique states:

In the Caucasus, in the direction of Baku, the Turkish attacks have been everywhere repulsed with heavy losses. In the direction of Erzurum, the Turkish accumulated considerable forces in the region of Ashkala and took the offensive. After a day of fierce fighting they drove back some Russian outposts, but were compelled to cease their offensive owing to the very severe losses they suffered.

In the direction of Mossul, Mesopotamia, the Russians occupied the region of Reshaina, the enemy fleeing precipitately.

The Turkish reinforcements on the Tigris were unable to arrive in time, and the Turks defending the Pass were routed, thus making a Russian advance to Kashihrin possible. The capture by the Russians of an important mountain disposes Russian anxieties regarding General Baratoff's Column and General Goring's army, which have been operating south of Bitlis since the fall of Kut, as the flank and rear of the Turkish south of Bagdad are now exposed.

The Turkish armies in Anatolia have failed to accomplish the task assigned to them by the Germans.

This will prove a decisive factor, even as regards the great German offensive in the Riga region.

VALUE OF THE BRITISH
EXPEDITION.

LONDON, May 14.

The value of the British Expedition in Mesopotamia is emphasised by a high Russian Military official at present in London.

He says the co-operation of the Anglo-Indian Forces and also the Fleet at Cyprus and the Black Sea, was remarkable. It was chiefly due to the former that General Baratoff, advancing from Kormanshah, was able to "scale the Immanash Pass, 5,000 feet high, north-west of Kerbil, The success of this risky operation largely depended on whether the Turks were able to get sufficient reinforcements from Khankin. Accordingly, the Commander of the Anglo-Indian Army was communicated with, and a diversion was decided upon and carried out with splendid dash, vigour and exactitude.

THE TORPEDOING OF THE
"GALGATE."REGARDLESS OF THE SAFETY OF
THE CREW.

LONDON, May 14.

The Admiralty announces that the ship *Galgate* was torpedoed 150 miles west of Ushant. A boat with 13 of the crew on board is still missing.

The mate states that the ship stopped when the submarine ordered her to do so, and the Germans, regardless of the safety of the crew, ordered them to embark in boats while high seas were running.

The British steamer *Erethia* has been sunk.

THE CASEMENT TRIAL.

LONDON, May 14.

Sir Roger Casement discussed his case with three friends in the Tower yesterday.

The prisoner is much better in health and allowed to read and take exercise regularly.

The case for the prosecution, it is understood, will last four or five days.

Sir Roger Casement will be conveyed secretly to the Police Court and it will be impossible for the public to see him unless admitted to the Court; the accommodation in which he is limited to 60.

Sir F. E. Smith, assisted by Mr. Bodkin and Mr. Trevor Humphrys, are the prosecuting Counsel, and it is believed that Mr. Armitage Jones and Professor J. H. Morgan will defend.

THE PEACE QUESTION.

SIR EDWARD GREY'S VIEWS.

LONDON, May 15.

In an interview with a representative of the *Chicago Daily News*, Sir Edward Grey emphasised that Great Britain and her Allies would not tolerate a peace that did not redress the wrongs of the war and which did not re-establish respect for international law.

Refuting Herr Bethmann-Hollweg's declaration that Great Britain wanted to destroy Germany's freedom, Sir Edward Grey said: "We have never been smitten by such madness. We would be glad to see the German people free, like the rest of the world. We believe that the German people, once they have been freed from the German yoke, will insist on the control of its Government, and herein lies the hope of securing the freedom and national independence of Europe; because a German democracy will not plot and plan wars like Prussian Militarism. Unless mankind, learned from this war to avoid war, the struggle would have been in vain. Humanity would be menaced with extermination by every form of modern, scientific weapons, regardless of law and mercy. Free peoples would rather die than submit to Germany's idea of an Iron Peace."

THE FRENCH FRONT.

MORE ENEMY FAILURES.

PARIS, May 14.

A communique reports artillery activity in Champagne.

The bombardment on the left of the Meuse has diminished.

We repulsed an attack west of Hill 304.

An enemy attempt at a surprise attack on the slopes north-east of Mort Homme completely failed.

There has been comparative quiet on the right of the Meuse.

Eleven French aeroplanes dropped 43 bombs on the stations of Mutillois and Briouilles and the camps of Monfaucou and Romagne, and 11 bombs on girder sheds at Metz and Freseacy on Friday night.

VERDUN SITUATION.

LATER.

A communique says there is nothing important to report except a violent bombardment in the district of Deadman Hill.

The latest communique says there has been intermittent artillery at Verdun but no infantry attack.

THE BRITISH FRONT.

ENEMY ATTACK AT FLOEGSTREET
WOOD.

LONDON, May 15.

A British communique states:

"After a very heavy bombardment by guns of every kind last night the enemy attacked about Floegstreet Wood in three parties. One party succeeded in entering our trenches but were instantly ejected, leaving ten dead.

This other parties met Scottish troops and were dispersed.

Early in the morning a British patrol entered an enemy trench south of the Labasse Canal.

"We bombarded positions north of Mechy and East of Vermeles.

Hostile artillery and mortars have been active at Maricourt, Loos, Souchez, Hohenzollern, Givenchy and St. Eloi.

FOR A LAME BACK.

WHEN you have pains or lameness in the back, bathe the parts with Chamberlain's Pain Balm twice a day, massaging with the palm of the hand for five minutes at each application. Then rub a piece of flannel slightly with this liniment and bind it on over the rest of pain. For sale by all Chemists and Dispensaries.

EARLIER TELEGRAMS.

MORATORIUM IN CHINA.

FINANCIAL STRINGENCY.

PEKING, May 14.

A moratorium has been proclaimed in China, owing to financial stringency.

SINKING OF SWEDISH SCHOONER.

SWEDISH CAPTAIN'S STORY OF
GERMAN PIRACY.

STOCKHOLM, May 14.

The Captain of the Swedish schooner *Harald*, in an account of the sinking of the ship by a German submarine in the North Sea on the 5th inst., says that the crew were ordered to leave in fifteen minutes. The Captain refused and hoisted the Swedish flag. The Germans boarded the vessel, pouring and lighting petroleum at different places. They also attacked the Captain with cutlasses, forcing him into a boat. The *Harald* was then sunk by gun-fire.

TORPEDOING OF THE "SUSSEX."

AMERICA INVESTIGATING.

WASHINGTON, May 13.

Mr. Lansing has instructed Mr. Gerard to ascertain informally the nature of the punishment imposed upon the Commander of the submarine which torpedoed the *Sussex*.

SHACKLETON RELIEF
EXPEDITION.

LONDON, May 14.

The Government have appointed a Committee under Admiral Beaumont, including Major Leonard Darwin and Sir Douglas Mawson, to advise as to what steps shall be taken for the Shackleton relief expedition.

(Continued on page 3.)

THE ARMY EXPERIENCES OF
A KOBE VOLUNTEER.

WORK AS HOSPITAL ORDERLY.

Mr. A. C. Young, a son of Mr. Robert Young, the Editor of the *Japan Chronicle*, has compiled for relations in Japan a record of his experiences as a ranker in the Inns of Court Officers' Training Corps at Berkhamstead, near London. The two admirably-written letters which have so far been published in the "Chronicle" are in themselves sufficient to make a pretty volume, and a very readable one. The following is taken from one of them.

"There was one other duty which I had to perform, and that was hospital orderly. It was the only job in which there was any sort of romance, for there were great possibilities in the way of chivalric self-sacrifice, to rate it at its highest. Chivalry or no, chivalry of course you had to do your work, and that was the only way to get on."

"One Saturday morning it was discovered that my company had to provide the guard and fatigues for Sunday-Monday. Now, if there was one thing we all thoroughly detested, it was performing these duties over the week-end. Volunteers were called for, failing which there would be the usual resort to conscription. To the great joy of my exorable platoon sergeant (a Welshman) I was the first to step out of the ranks. He therefore gave me the choice of good duty, and so I chose hospital orderly. Whether he thought I was too eager for the job or not I can't say, but anyway he took me aside afterwards to give me some superfluous advice, such as 'I must get up to 'no nonsense' whatever, and must not presume to invite the nurses out to picture-houses or for afternoon promenades. The hospital was a large private house standing in its own grounds. I reported there the following day at 5 o'clock and was set to washing tea-cups and polishing knives and cutlery. Next morning (Monday) I had to report at half-past 8, and was on duty till 5. My duties for the day were various. My role was that of a *karwan*, I had to run errands to the butchers and the grocers; fetch and post letters for the patients; bring up medicine from the chemist; sweep the floor downstairs; clean the grate; wash dishes (this being the only form of crockery I handled, let me hasten to add); dig up potatoes in the garden; and generally make myself useful."

"There were three professional nurses in the hospital, while the assistants (who called themselves housemaids) were volunteers. You found these volunteers in nearly all hospitals, and I should say they do. They are generally in the kitchen, as a rule, and do very much to lighten the labours of the professional nurses and there enable them to give more time to the work for which they are especially qualified. The droopery and monotony of the duties which these volunteers carry out is beyond all estimate, but they go on with the work from day to day uncomplainingly. One cannot rate their patriotism and self-sacrifice too highly, for they are beyond all praise. Girls of all classes help in this good work, which is as much a national service as anything soldiers do. The girls who act as volunteers in the Inns of Court Hospital at Berkhamstead are the daughters of people living in the town; some of them drive their own cars, but when they come in and put their caps and aprons they fully enter into the spirit of their housemaid's duties. The lady cooks are also volunteers, but professional in their skill—believe me. It was for such people I had to work that day and every day, and I say on my honour and my conscience, that never have I carried out lowly and humble work with more genuine pleasure than I did on that occasion. Hospital nurses do not always come up to the standard of angelic perfection, either in regard to disposition or personal beauty, which is set by popular imagination—that we all know; but if there is one hospital in all England where both these qualities are realised to the full, surely it must be in the very hospital at Berkhamstead. Now, I mean what I say. I really do."

ALCANTARA'S GALLANT
FIGHT.

As a prelude to the detailed story given below we quote the announcement made by the British Admiralty on March 29th:

"An engagement took place on February 20 in the North Sea between the armed German raider *Greif*, disguised as a Norwegian merchant vessel, and H.M.S. armed merchant cruiser *Alcantara* (Capt. T. E. Wardle, R.N.).

"The engagement resulted in the loss of both vessels (the German raider being sunk by gunfire, and the *Alcantara* apparently by a torpedo). Five German officers and 115 men were picked up and taken prisoners out of a total complement that is believed to have been 230. The British losses amounted to five officers and 60 men.

"During the whole of the engagement the enemy fired over the Norwegian colours painted on the side of the ship.

"The news is now published, as it is made clear by receipt of the German wireless message that the enemy have learned that the *Greif*, a similar ship to the *Moewe*, had been destroyed before she had succeeded in passing our line of patrol."

A detailed description of the fight published in the London papers on the same date as the Admiralty announcement:

"The fight took place off the north-east passage between Scotland and the Faroes, and on a boat that is particularly well suited for the purposes of our great blockade.

"The patrol had been warned that a doubtful craft was about, and they were on a close look-out for the suspected vessel. When the *Greif* was sighted she did not in any way answer the description which the patrol had of the enemy craft, and must have completely changed her disguise somewhere during the passage up the North Sea.

"It is an hourly occurrence for our patrols to find enemy boats, and when the ship, lying, the Norwegian flag, and with her Norwegian name and home port painted in two-yard letters on her side, was approached, and the commander of the *Alcantara* hoisted the familiar signals that he was putting off a board, and partly to examine the ship's papers, the Germans said at once have realised that their churning game was up."

THE OPENING SHOT.

As the speedy little cutter sped over the waters separating the two ships, the false signal of the alleged Norwegianman dropped away, the guns uncovered, and a shell whizzed at the boarding party. Our gun layers were standing by their breeches, everything was in absolute readiness, and quick as thought the masks were off and a splendid scrap was in full progress.

"It was full daylight, and there was no mist to hide the outlines or provide the curtain which on one memorable occasion provided the Germans with cover for retreat and sanctuary. The mangle was close that it amounted almost to point-blank firing. The German did try to stand off, but the British auxiliary out-maneuvred him, and, as one officer of the *Alcantara* told me, the ships came so close that there was a prospect of actually boarding the enemy and having hand-to-hand fighting."

"Every shot we fired struck our mark, and from stern to stern we raked her, and the German decks were soon a perfect shambles. The German gunnery was hopeless; most of the shots went wide, the few that did hit us inflicted little or no serious damage. We simply pounded her. She was on fire all over, and we could pick her done for and we were looking to see her founder and ourselves escape almost unharmed and with trifling losses when a shell, fired wild enough, hit our rudder. This shot did us in just as we were on the verge of complete victory."

TORPEDOED.

"Without any raider we drifted helplessly and became an easy target for a torpedo. The *Greif*, like the *Moewe*, was fitted with torpedo tubes. One of these she let go, and at that close range and considering the size of the *Alcantara*, poor gunners thought they were, they could not fail to find their mark."

"By now the German was going down, but any anxiety on our part as to the immediate consequences to ourselves were dispelled by a shot which passed over us and exploded with terrific effect about 100 yards from the *Alcantara*. It was from a British light cruiser on the horizon. More shots followed from the same quarter, and the German went down, and soon the cruiser and attendant destroyers were on the scene."

"One of the Germans, when rescued, described the shot that hit them from the cruiser as a shot that came from nowhere, so staggered were they at its arrival and effect."

"Statements that the *Greif* was a very small boat and that she was acted by a submarine are not confirmed by those who engaged in the contest. The raider was a very heavy ship of about 9,000 or 10,000 tons, heavily armed with six guns. It was from the Naval Reserve and Naval Volunteers that the *Alcantara* was chiefly manned, and they fought with a coolness that would have done credit to the Navy itself."

The casualties in the *Alcantara* merchant crew were largely amongst men below when the torpedo exploded."

HOOR IN HOT WATER.

Another correspondent says: "When the official story of the *Alcantara's* fight is published something will be said of the men of the—, who were in the hot water for an hour, and especially of the men who were two hours on a raft, because they bravely urged comrades go in the overcrowded boat which came to the rescue."

"One of them is a keen Salvationist, and had been organiser of the ship's band. When eventually taken off the raft he was nearly dead from exposure, but he rallied and is one of the many heroes of the fight."

ALWAYS RECOMMEND IT.

IN almost every community there is some one whose life has been saved by Chamberlain's Colic, Cholera and Diarrhoea Remedy. Such persons seldom miss an opportunity to recommend it, and their commendations are never failing qualities account for its great popularity. For sale by all Chemists and Dispensaries.

RELIGIOUS FEELING AT THE
FRONT.

In the German Press we have frequent allusion to the prevailing religious sentiment of the German soldiers in the fighting line. An interesting article on this subject appears in the "Kölnische Zeitung," written by Dr. Witkop, one of the Professors of Theology at the University of Freiburg. As samples of this lofty religious sentiment the writer gives extracts from letters which have reached him from soldiers. They are deeply interesting letters showing much light on the psychology of German soldiers of education.

One man quoted by Professor Witkop writes: "When I saw these dead comrades lying on the roadside starting up to Heaven, partly only pieces of men, what endless thoughts and emotions round every movement! O, better not think at all! Another extract: 'At the end of the day when the sun goes down behind the hills and when the snow is light, one rejoices at the beauty of eternal nature, the rosy clouds, the great white beautiful earth even though machine guns and howitzers are rattling and roaring behind the mountains. One realises one's nonentity, the oneness of man with the eternal star-decked Heaven, with the All.'

After these specimens of Pessimism and Pantheism, the following: "The battalion received orders to attack. We came to the front. It was as though the Angels of Death were right over us. I opened my jacket and the wind cooled me. The officers stood in front. I came forward and said to myself: 'I put my head humbly on my knees, and said in my heart, 'Brother Death, my Brother Death—only these words out of Francis of Assisi. Hymn of Praise came to me as a prayer. And then the thick fall of iron and steel and the pulsing of my heart in the hand of Brother Death. As the smoke cleared away a brown hole in the earth yawned in front of us, its sides scorched with powder. Three fingers had been blown off the hand next to mine. A man lay dead above the thick rock like a doll without stretched limbs, then fell to earth. Clumps of earth flew about and an intolerable stench was in our nostrils."

The last extract is from a letter of a soldier dying in hospital. "The chances are that I shall not survive the war, and therefore I would give a last advice—enjoy life! You cannot think how sweet life is. In sleepless nights the thought torments me that in a little while my life will be no more. It is not death I fear. Oh no. With the machine-guns rattling over my head an iron stillness possessed me. But now the long waiting. The end of this war will be Germany's world-power. What a magnificent perspective, but what a tragedy for him who will not live to see it!"

PRISONERS IN GERMANY.

FAIRLY WELL TREATED.

The Foreign Office last month issued reports received from Mr. Ellis Loring, Director of the American Embassy in Berlin, on his visits of inspection to the detention camps and lazarets for British prisoners at Ingolstadt, Bayreuth, Nürnberg, Kronach, Würzburg, Hammelburg and Landau. Mr. Drexel found that conditions were fairly satisfactory in most of the camps inspected.

One of the forts at Ingolstadt, in which a number of British officers are kept, proved an exception. Some evidence of dampness was found, the walls of one of the rooms, where some of the officers live, showing occasional patches of moisture, and the sound of dripping water was in "places audible. The vaulted halls from which the rooms open are dark and cold, and the whole atmosphere was somewhat depressing. The officers (day and night) wash and sleep in the same rooms."

DID NOT WANT EXCHANGE.

In Fort No. 8 at Ingolstadt, Squadron-Commander Briggs, Royal Naval Flying Corps, and Lieutenant Crabbe, 1st Lowland Brigade, were found. The former could not be seen on account of an attack of influenza. The latter had no complaints to make and appeared in excellent health. Lieutenant Crabbe, who occupied an adequate room with five French officers, stated that neither he nor Commander Briggs wished to be removed unless on an assurance of materially better conditions. Their relations with the French officers were excellent and had resulted in mutual advantage in regard to acquisition of languages.

At Hammelburg, says Mr. Drexel, privates are all ordered out to work at times, as present mostly on the roads. In the day some short cuts were on the road work and six on other light work about and just outside the camp. One man has been employed in blacksmith work and one in a mine. Later in the spring the work will be mostly in the fields. Some shortage of clothes was noted at Landau.

The authorities at each camp visited expressed their willingness to meet any reasonable requests made by the American Embassy on the ground that information had been received of excellent treatment of prisoners in England.

CUNARD'S £1,741,166 PROFITS.

A profit of £1,741,166 is shown in the report of the Cunard Steamship Company for 1915, and after allowing for depreciation and other charges, the directors recommended a dividend and bonus of 20 per cent. on the ordinary shares—the same as last year.

In order to strengthen its freight services the company has recently bought five steamers, of which four have already been taken over.

The report alludes to the loss of the "Lusitania" and the adverse effect which that disaster had had upon the company's passenger business. The balance sheet, partly on account of the loss of the "Lusitania" and two other ships, shows a reduction of nearly £2,000,000 in the book value of the fleet and an increase in the liquid resources.

NOW IS THE TIME.

FOR rheumatism you will find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve the pain and soreness. For sale by all Chemists and Dispensaries.

CALLICURA

THE NEW AND CERTAIN

CURE FOR CORNS

WITHOUT PAIN OR INCONVENIENCE

THIS PREPARATION DIFFERS FROM ALL ENTIRELY SUPERSEDES ALL THE ADVERTISED PLASTER AND SOLVENTS. IT GIVES IMMEDIATE RELIEF AND EFFECTS A SPEEDY CURE.

IT IS NOT A CAUSTIC, BUT A SOLVENT OF THE DECAYED CUTICLE; AND WILL EFFECT A CURE WHERE ALL OTHER APPLICATIONS HAVE FAILED.

PRICE 60 cents per bottle.

PREPARED ONLY BY

THE QUEEN'S DISPENSARY.

HARPER & Co., Ltd.

TEL. 492.

31, Queen's Road Central.

THE ONLY EXCLUSIVE
ENGLISH TAILORS
IN THE COLONY.

Diss Bros

No. 1, WYNDHAM ST.
(Flower Street)
ESTABLISHED 1860

TO THE ARCHITECT AND TO THE ENGINEER.

"An ounce of demonstration
is worth a pound of theory"

WE DEMONSTRATE WITH

"MALTHOID"

and we invite the Profession and others interested not only to witness our demonstrations, but to bear witness that "the results justify the claims made both as to material and methods of roof construction."

DREAM!
CLEAN!
WATERPROOF!

"MALTHOID"

LIGHT!
SAFE!
KNOWPROOF!

Agents, BRADLEY & Co., Ltd.

HONGKONG.

D. & J. McCALLUM'S
"PERFECTION"Embraces
All
the qualities of
A High Class
Scotch Whisky
for Connoisseurs.A
Perfect
Whisky
Mellow
like a
Liqueur.

SOLE AGENTS:

Gande, Price & Co., Ltd

Wine Merchants.

4, Queen's Road Central,

Tel. No. 135

HONGKONG.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the

For	STEAMERS	To Sail On	REMARKS
LONDON & BOMBAY via	NANKIN	19th May	Connecting at
SPRING, PANG, COBO,	Capt. G. MANKIN	19th May	at Cebu with Mail
Post Ship & MARSEILLES			S.S. Kermadec
SHANGHAI, MOJI, KORE, NYANZA		About	Direct
and YOKOHAMA	Capt. S. BARKHAM	20th May	Service
LONDON & BOMBAY via	NOVARA	Noon	Connecting at
SPRING, PANG, COBO,	Capt. H. R.	2nd June	at Cebu with Mail
Post Ship & MARSEILLES			S.S. Kermadec
SHANGHAI	NAGAYA	About	Direct
	Capt. A. R. BARWOOD	3rd June	Service

Wireless on all steamers. Return tickets at a fare and a-half available on Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York at Special Rates.

For PASSAGE RATES, HAND-BOATS, and FREIGHTS, apply to
P. & O. S. N. Co.'s Office,
E. Y. D. FARR,
Acting Superintendent.

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

AMERICAN LINE: FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, KEELUNG, NAGASAKI, MOJI, KORE, YOKKAICHI AND YOKOHAMA.

* "CANADA MARU" Capt. T. Suringa, Friday, 26th May, at 3 p.m.
* "TACOMA MARU" Capt. T. Hamada, Monday, 12th June, at 3 p.m.
* Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE: FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

FORMOSA LINE: FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW, AMOY.

* "KAIJO MARU" Capt. Munkami, Sunday, 14th May, at Noon.
* "AMAKUSA MARU" Sunday, 21st May, at Noon.
* "SOSHU MARU" Wednesday, 24th May, at 9 a.m.

† Proceeding to Tamsui and Keelung.
‡ Proceeding to Anping and Takao.

These Formosa Lines will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO —
H. YAMAUCHI, Manager.
Tel. Nos. 714 & 715.
No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	8th May	2nd June, at 11 a.m.
EMPIRE	10th June	1st July, at 11 a.m.
EASTERN		

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. All Steamers fitted with Wireless Telegraphy.

For further particulars, apply to
GIBB, LIVINGSTON & CO.
Agents.

NATAL LINE OF STEAMERS.

TAKING cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO. LTD.
AND APAR LINE.
Proposed Sailings from Hongkong.

Steamer from Hongkong	on or about	Connecting at Calcutta with	On or about

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS VIA PORTS AND SUEZ PANAMA CANALS.

(With liberty to call at the Malabar Coast).

For NEW YORK via SUEZ CANAL or CAPE OF GOOD HOPE.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL & S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. BORNEO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	Sails on or about
S.S. RIOJUN MARU, For Moji, Kobe & Yokohama	16th May
S.S. BANRI MARU, For Moji, Kobe & Yokohama	19th May
S.S. HOKUTO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	1st June
S.S. RIOJUN MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	6th June
S.S. BORNEO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	28th June

For Freight or Passage apply to

DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI, WEIHAIWEI & TIENTSIN	KUICHOW	May 18, at Noon
SWATOW & BANGKOK	CHANGHONG	May 18, at 3 p.m.
MANILA, CEBU & ILOILO	CHANGHONG	May 18, at 4 p.m.
HAIPHONG	KAIPOW	May 19, at 10 a.m.
SHANGHAI	KUICHOW	May 19, Daylight
TIENTSIN	KUICHOW	May 25, Daylight

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE: Twin Screw Steamers "Chinhua" and "Taming" & "Tein". Excellent Saloon accommodation. Electric Fans fitted. Extra state-rooms on deck, air on "Taming" and "Tein".

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.
S.S. "Anhui", "Chenai", "Luchow", "Yingchow", "Shantung" and "Sinkiang", with excellent accommodation. Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	FOOKSANG	WEDNESDAY, May 17, Daylight
SHANGHAI	CHONGSANG	THURSDAY, May 18, Daylight
MANILA	LOONGSANG	SATURDAY, May 20, at 3 p.m.
HOIHOW & HAIPHONG	LOKSANG	TUESDAY, May 23, at 8 a.m.
MANILA	YENSANG	SATURDAY, May 27, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers "Kuching", "Namang", "Loong" & "Fook" leave about every 3 weeks, generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "Yaching", "Kuching" leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.
* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.
‡ Taking Cargo on through Bills of Lading to Kuddat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE.

FOR	STEAMER	DATE OF DEPARTURE

HOMEWARD.

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For Freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamer has excellent saloon accommodations for passengers and is fitted with all modern conveniences and carries a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSON & CO., LTD., AGENTS.

Telephone No. 392.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAIPHONG	Capt. J. W. Evans	WEDNESDAY, 15th May at 2 p.m.
HAIPHONG	Capt. W. C. Passmore	FRIDAY, 19th May at 2 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, May 11, 1916.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LAISANG", having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 17th May, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, May 11, 1916.

645

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship "BENGLI".

Consignees of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th May, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th May, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong May 13, 1916.

645

TOYO KISEN KAISHA.

FROM SAN FRANCISCO via HONOLULU, JAPAN PORTS AND SHANGHAI.

THE Steamship "NIPPON MARU".

The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, May 9th, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all Cargo remaining undelivered on FRIDAY, 12th May at 5 p.m.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Steamer or Godown.

All chafed and otherwise damaged Cargo will be landed into the Company's Godown, where they will be examined on 17th May, at 10 a.m.

No Claims will be recognised if filed after the 22nd May, 1916.

K. DOI, Acting Agent.

Hongkong, May 9, 1916.

635

TOYO KISEN KAISHA.

FROM MEXICAN, PERUVIAN, CHILIAN PORTS, SAN FRANCISCO AND JAPAN PORTS.

THE Steamship "SEIYO MARU".

The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on MONDAY, 8th May, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all goods remaining undelivered on FRIDAY, 12th May at 5 p.m.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Steamer or Godown.

All chafed and damaged Cargo will be landed into the Company's Godown, where they will be examined on 17th May, at 10 a.m.

No Claims will be recognised if filed after the 22nd May, 1916.

K. DOI, Acting Agent.

Hongkong, May 9, 1916.

635

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer: Tons & Speed. Leave Hongkong.

* NIPPON MARU 11,000-15 knots, Tues., 16th May at 10.30 a.m.

* SEIYO MARU 14,000-14 knots, Tues., 16th May at Noon.

* SHIYO MARU 22,000-31 knots, Wed., 31st May at Noon.

* DAIREN MARU 9,000-12 knots, Sat., 3rd June at Noon.

* JUNYO MARU 8,000-12 knots, Mon., 28th June at Noon.

* PERSIA MARU 8,000-12 knots, Tues., 4th July at 10.30 a.m.

* KWANTO MARU 8,000-12 knots, Sat., 8th July at Noon.

* KIYO MARU 17,200-14 knots, Tues., 11th July at Noon.

* TENYO MARU 22,000-31 knots, Tues., 18th July at Noon.

† Proceeding to South American Ports. ‡ Via MANILA, Omitting Shanghai.

First Class to London £71-10. Return (6 months) £120.

" " " New York " 280. " " " San Francisco " 245.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer: Tons & Speed. Sailing.

SEIYO MARU 14,000-14 knots, Tuesday, 16th May at Noon.

For full particulars as to Passage and Freight apply to

K. DOI, Acting Agent.

KING'S BUILDING (Opposite Blake Pier).

Telephone 891.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	SAILING DATE.

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN AND TENERIFE.

* KAGA MARU, Capt. Tozawa, Tons 13,500, THURSDAY, 25th May, at Noon.

* KAMO MARU, Capt. Shimizu, Tons 16,000, THURSDAY, 28th May, at Noon.

* KAMAKURA MARU, Capt. Kusano, Tons 12,400, TUESDAY, 16th May, at 4 p.m.

* YOKOHAMA MARU, Capt. Shinobe, Tons 12,300, WEDNESDAY, 7th June, at 4 p.m.

* SAKI MARU, Capt. Yoshikawa, Tons 12,500, TUESDAY, 16th May, at 4 p.m.

* TANGO MARU, Capt. Takano, Tons 13,500, TUESDAY, 12th June, at 4 p.m.

* SHANGHAI, MOJI & KOBE (Capt. Kashioki, Tons 8,000), THURSDAY, 18th May.

* CALCUTTA via SINGAPORE, PENANG & RANGOON, (Capt. —, Tons 8,000), SATURDAY, 27th May.

* BOMBAY via SINGAPORE, MALACCA and COLOMBO, (Capt. Mori, Tons 8,000), MONDAY, 22nd May.

* NAGASAKI, KOBE & YOKOHAMA, (Capt. Takeda, Tons 9,800), MONDAY, 12th June, at 10 a.m.

* SHANGHAI & KOBE, (Capt. Kori, Tons 21,000), WEDNESDAY, 17th May, at 5 p.m.

* MOJI & KOBE, (Capt. Ogura, Tons 8,000), SATURDAY, 20th May.

* Wireless Telegraphy.

Telephone No. 392.

SOME PRINCIPAL FARES.

To London 1st single Yen 650.

" " " Return " 975.

" " " 2nd Single " 430.

" " " Return " 650.

To London via New York " 287.2.

" " " via Montreal " 286.19.

To Victoria, Vancouver, Seattle, 1st Single " 230.

" " " 1st Return " 245.

To Sydney, 1st Single " 240.

To Melbourne 1st Single " 241.

To Yokohama, 1st Return " 272.

To Kobe 1st Return " 273.11.

2nd " 80. 2nd " 83.

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON

TAKE PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Connecting Mail	Due at	Due
to	Friday	Steamer from	Marseilles	London
Colombo		Colombo	1916	1916
NANKIN	May 19	KARMAIA	June 19	June 26
NOVARA	May 26	NOVARA	July 3	July 10
NOVARA	June 2	HYBER	July 17	July 24
NOVARA	June 9	Through Steamer	July 31	Aug. 7
NOVARA	June 16	Through Steamer	Aug. 14	Aug. 21
NANKIN	June 23	Through Steamer	Aug. 28	Sept. 4
SOMALI	June 30	Through Steamer	Sept. 17	Sept. 24

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is detailed reserved in Hongkong at the time of Booking.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S. Leave Hongkong About

NOVARA	WEDNESDAY	10th May
NYANZA	TUESDAY	30th May
NYANZA	SATURDAY	3rd June
NYANZA	SATURDAY	17th June

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messagerie Maritime Company, Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hong Kong	Leave SINGAPORE	Due at Marseilles	Due at London
	about	about	if calling	about
NOVARA	Aug. 16	Aug. 21	Sept. 30	Sept. 20

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messagerie Maritime Company, Shanghai only.

E. V. D. PARR, Acting Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.

JUNE 23-AUGUST 29-NOVEMBER 4.

AN UNPARALLELED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, Ice House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, which transship to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS. FROM HONGKONG: Connecting with FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1st and 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "JESERIO" from Hongkong About 6th June.

For Rates of Freight apply to

THE BANK LINE LIMITED.

MAGAZINE AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

For LONDON: "CITY OF LINCOLN" On 4th June. For LONDON & SWANSEA: "CITY OF BOMBAY" On 22nd June.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE LTD.

J. Rees & Co. London.

General Agents.

THE MAIN LINES.

TURKISH COMMUNICATIONS IN ASIA.

[BY THE "TIMES" MILITARY CORRESPONDENT.]

The Turks and their German masters are operating on four fronts in Asia—namely, in Armenia, Persia, Mesopotamia, and Syria. As the sea is almost completely closed to them, they are forced to rely upon land lines of communication for the maintenance of their forces in the field, and it becomes of interest to study these lines, especially the railways, in order to form an opinion of their possibilities and limitations.

For the purposes of movements which have their origin in Germany and Austria, Belgrade must be considered the southern terminus of intensive transport. From Belgrade to Constantinople, 1,050 kilometres, the railway is single, of normal gauge (4 ft. 8 in.), and possesses only a small amount of rolling stock if restricted to its own resources. Steep gradients, curves with a radius of as little as 300 metres in places, and rails running only 30 kilograms to the metre, limit the possibility of traffic in this line and the transport of heavy loads. The distances between stations average 20 kilometres, and, at the best, not more than one train of 30 carriages can be dispatched in each direction every two hours.

STRUCTURE OF THE LINES.

After detaching at Stambul troops are shipped across the water to the station of Haidar Pasha. From this station to Bagdad, on the northern slopes of the Taurus range, the distance is 1,000 kilometres. The Anatolian railway and the Baghdad line are single and of normal gauge. They do not differ materially from the Belgrade-Stambul line in construction and capacity for traffic. The main difference is that the Baghdad line is better laid and should be able to carry heavier loads. Ekishahr is the principal railway centre, and here the line bifurcates, one branch leading eastward to Angora, and the other to Konia and the Baghdad and Syrian systems.

When the Turkish Army was last mobilized it was not found practicable to dispatch more than six trains every 24 hours between Ushak and Haidar Pasha, these had to be broken up into 12 half trains to negotiate the steep gradient between Ushak and Bagdad. Between Karahisar and Bagdad it was found that not more than 10 military trains could pass daily each way. Upon all this traffic there were employed 1,400 carriages and trucks, of which 900 were requisitioned from the French Smyrna line, while locomotives on the English line Smyrna-Aidin were also impounded. We shall be reasonably safe in supposing that the effort made during the mobilization will not be exceeded, and that the maximum of 12 trains a day on the Belgrade-Stambul line will fall to six or seven, each of 30 carriages only, on the Anatolian and Baghdad railways.

THE Taurus ANTIEN SYSTEM.

Before the war the railway extended some 20 kilometres south of Bagdad to Karahisar in a gorge at the foot of the Taurus range. There remained some 92 kilometres to be completed, and over the most difficult section of all requiring a tunnel of 2,700 metres and a viaduct of 200 metres. In the absence of definite information it is not possible to say whether this section has been completed or not, but it is probable that the break still extends as far as Dorak on the southern slopes. The road stage over this section passes through the Cilicia gorges at the pass of Kuleh Doghaz and meets the railway Merzina Adana a little east of Tarsus. The length of this road stage is 65 kilometres, and the pass is of much military importance.

Between Tarsus and Nauruz, 160 kilometres, trains run on the Baghdad line after Adana, and continue on it to the Amanus range, where there intervenes a second bad break, including the possibly still unfinished Bagdadi tunnel, 4,800 metres in length. It is naturally a capital interest for our enemies to fill in this gap in the chain and to establish continuity of rail communication. We must, therefore, assume that everything possible is being done, especially since the line from Bagdad to Constantinople is cleared, an assumption all the more justified because the necessary plant was on the ground before the war.

THE BAGDAD RAILWAY.

At Musul, just north of Aleppo, the line bifurcates, one branch going South to Syria, and the other east. The latter line meets the Euphrates at Jambou, and this river forms a valuable alternative line of communication from this point to the Baghdad district. Supplies and ammunition take the water route at Jambou, and pass down stream on rafts built upon inflated skins. A raft of 200 skins carries 6,000 kilograms of load.

After leaving the Euphrates the

Bagdad line continues to Ras-el-Ain, and possibly has been prolonged to Nisibin. This is by no means certain, however, because rails were wanting before the war and the Germans have not been able to send them by sea since the war began. For the same reason the section of the railway from Bagdad, east of the Amanus, to Ras-el-Ain, is poorly provided with rolling stock, while the material of the French lines Aleppo-Hayak and Tripoli-Homs cannot afford much help. Shortage of coal is also probably a considerable difficulty.

From Ras-el-Ain part of the troops and stores destined for the Turkish 3rd Army in Armenia has hitherto passed northward, either by Harbeck or Bitlis, because the road stages are shorter than by the Anatolian line to Angora and thence by route march. The successes of the Russians in Armenia, their threatened advance on Erzurum, and their seizure of Mush and Bitlis are a real menace to the present Bagdad railroad. There are some signs that the Turks intend to fall back on and use Angora as their railroad, in which event the communications of the remnants of the 3rd Army will be worse than ever.

The road from Ras-el-Ain to Bagdad passes by Nisibin and Chelabek to the Taurus, where a river route comes in to play again and carries the Turks down to Bagdad and beyond it. Marching troops probably go by Mosul and Kirkuk. This route strikes the Taurus at Tishara, where comes the northern terminus of the short Bagdad section of the Bagdad Railway. It is possible that this section of the line is without coal, but the asphalt deposits in the Taurus valley may have been utilized for railway and steamships. Now that the Russo-German plans in Persia have failed and the Russians are at Kerend, things are likely to become lively on the Taurus line of Turkish communications.

THE ANGOLO-KONIA LINES.

Two other main routes can be used for re-inforcing the Turkish 3rd Army—namely, the Angora-Sivas and the Konia-Kaisarie-Sivas itineraries. To serve the first there is the railway from Haidar Pasha to Angora, 576 kilometres. From Angora to Sivas the road stage is 455 kilometres, and thence to Erzurum 430 kilometres. These roads are bad, especially the latter section, and most of all in winter, which is long and severe. The second main route consists of the Haidar Pasha-Konia line, 747 kilometres; the Bagdad line to Charjen, 220 kilometres; and then fairly good road stages by Nigde and Kaisarie to Sivas, 410 kilometres, after which the route is the same as that which prolongs the Angora-Sivas itinerary. Of these two main Anatolian routes one has 685 kilometres of bad road stages throughout, while the other is 840 kilometres long and is half good and half bad. It is a serious matter to support armies, and to reinforce them from Constantinople, over such long and difficult lines of communication, and it is fortunate for the Allies that the war came before the Anatolian system was completed.

THE SYRIAN LINES.

The Syrian lines start from the neighbourhood of Aleppo, and include the French lines to Rayak, which is the junction with the Lebanon line Beirut-Damascus. The line is single and of one-metre gauge. It is the weakest link in the whole line, as gradients are steep and trains consist of only three or four carriages each. From Damascus there are two lines, each also of one-metre gauge—namely, the Turkish line to Medina, with a branch to Haifa, and the still extends as far as Dorak on the southern slopes. The road stage over this section passes through the Cilicia gorges at the pass of Kuleh Doghaz and meets the railway Merzina Adana a little east of Tarsus. The length of this road stage is 65 kilometres, and the pass is of much military importance.

South of Mezirib precise details of railway construction on the Mediterranean slopes of the hills are wanting, but probably the Turks use the metre-gauge railway to Haifa, passing south of Lake Tiberias, and from some point on this line, possibly 20 kilometres south of Nazareth, have constructed a branch southward by Jerusalem and Hebron to Beersheba at the edge of the desert. The length of this section would be 250 kilometres. The French line from Jaffa to Jerusalem can be utilized for lateral movements, and any rolling stock on this section can be requisitioned. As for the continuation of the railway from Beersheba towards the Suez Canal, 280 kilometres, the Turks appear at present to have laid the rails little, if at all, beyond El Anja, which is 55 kilometres from Beersheba. Whether the line will subsequently aim at Suez or Ismailia is uncertain. The desert railway will no doubt suffer, even more than the rest of the Syrian lines, from want of rolling stock and coal, but even in the form of a glorified tramway it will be of some use, and it is unsafe to regard the advance of an army across this desert as impracticable even in the summer.

From this brief investigation of the Turkish lines of railway communication in Asia it emerges that owing to poor construction, gaps in these lines, breaks

of gauge, want of rolling stock, and shortage of coal, they cannot be compared with a European railway system, and are unsuited for intensive transport, and for the maintenance in the field of large bodies of troops. The length and badness of most of the road stages enhance these difficulties. Further, the fact that large sections of the Anatolian railway and parts of the Bagdad line, have to serve four separate groups of Turkish forces in Armenia, Persia, Mesopotamia, and Syria constitutes a serious additional disadvantage. The troubles of Turkey and her German mentors would, moreover, be appreciably aggravated were the time to come when we could afford to give to our Commander in Egypt liberty to hit out.

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

SINGAPORE, May 5th.

NAME	VALUE	BIDDER	SELLER
1 Anglo-Java	20 1/2	25 1/2	24 1/2
2 Anglo-Malay	10 1/2	11 1/2	10 1/2
3 Ayer Kuning	17 1/2	22 1/2	21 1/2
4 Batang Malaka	27 1/2	32 1/2	31 1/2
5 Batu Caves	22 1/2	27 1/2	26 1/2
6 Batu Tiga	6 1/2	7 1/2	6 1/2
7 Bekoh	6 1/2	7 1/2	6 1/2
8 Bukit Kajang	45 1/2	50 1/2	49 1/2
9 Bukit Mertajam	3 1/2	4 1/2	3 1/2
10 Bukit Rajah	100 1/2	110 1/2	109 1/2
11 Bukit Selangor	18 1/2	22 1/2	21 1/2
12 Bukit Sembawang	27 1/2	32 1/2	31 1/2
13 Castlefield	67 1/2	72 1/2	71 1/2
14 Chersonese	3 1/2	4 1/2	3 1/2
15 Chimpul 1/8 p.d.	1 1/2	1 1/2	1 1/2
16 Cleary Ord.	15 1/2	17 1/2	16 1/2
17 " " " "	15 1/2	17 1/2	16 1/2
18 " " " "	15 1/2	17 1/2	16 1/2
19 " " " "	15 1/2	17 1/2	16 1/2
20 " " " "	15 1/2	17 1/2	16 1/2
21 " " " "	15 1/2	17 1/2	16 1/2
22 " " " "	15 1/2	17 1/2	16 1/2
23 " " " "	15 1/2	17 1/2	16 1/2
24 " " " "	15 1/2	17 1/2	16 1/2
25 " " " "	15 1/2	17 1/2	16 1/2
26 " " " "	15 1/2	17 1/2	16 1/2
27 " " " "	15 1/2	17 1/2	16 1/2
28 " " " "	15 1/2	17 1/2	16 1/2
29 " " " "	15 1/2	17 1/2	16 1/2
30 " " " "	15 1/2	17 1/2	16 1/2
31 " " " "	15 1/2	17 1/2	16 1/2
32 " " " "	15 1/2	17 1/2	16 1/2
33 " " " "	15 1/2	17 1/2	16 1/2
34 " " " "	15 1/2	17 1/2	16 1/2
35 " " " "	15 1/2	17 1/2	16 1/2
36 " " " "	15 1/2	17 1/2	16 1/2
37 " " " "	15 1/2	17 1/2	16 1/2
38 " " " "	15 1/2	17 1/2	16 1/2
39 " " " "	15 1/2	17 1/2	16 1/2
40 " " " "	15 1/2	17 1/2	16 1/2
41 " " " "	15 1/2	17 1/2	16 1/2
42 " " " "	15 1/2	17 1/2	16 1/2
43 " " " "	15 1/2	17 1/2	16 1/2
44 " " " "	15 1/2	17 1/2	16 1/2
45 " " " "	15 1/2	17 1/2	16 1/2
46 " " " "	15 1/2	17 1/2	16 1/2
47 " " " "	15 1/2	17 1/2	16 1/2
48 " " " "	15 1/2	17 1/2	16 1/2
49 " " " "	15 1/2	17 1/2	16 1/2
50 " " " "	15 1/2	17 1/2	16 1/2
51 " " " "	15 1/2	17 1/2	16 1/2
52 " " " "	15 1/2	17 1/2	16 1/2
53 " " " "	15 1/2	17 1/2	16 1/2
54 " " " "	15 1/2	17 1/2	16 1/2
55 " " " "	15 1/2	17 1/2	16 1/2
56 " " " "	15 1/2	17 1/2	16 1/2
57 " " " "	15 1/2	17 1/2	16 1/2
58 " " " "	15 1/2	17 1/2	16 1/2
59 " " " "	15 1/2	17 1/2	16 1/2
60 " " " "	15 1/2	17 1/2	16 1/2
61 " " " "	15 1/2	17 1/2	16 1/2
62 " " " "	15 1/2	17 1/2	16 1/2
63 " " " "	15 1/2	17 1/2	16 1/2
64 " " " "	15 1/2	17 1/2	16 1/2
65 " " " "	15 1/2	17 1/2	16 1/2
66 " " " "	15 1/2	17 1/2	16 1/2
67 " " " "	15 1/2	17 1/2	16 1/2
68 " " " "	15 1/2	17 1/2	16 1/2
69 " " " "	15 1/2	17 1/2	16 1/2
70 " " " "	15 1/2	17 1/2	16 1/2
71 " " " "	15 1/2	17 1/2	16 1/2
72 " " " "	15 1/2	17 1/2	16 1/2
73 " " " "	15 1/2	17 1/2	16 1/2
74 " " " "	15 1/2	17 1/2	16 1/2
75 " " " "	15 1/2	17 1/2	16 1/2
76 " " " "	15 1/2	17 1/2	16 1/2
77 " " " "	15 1/2	17 1/2	16 1/2
78 " " " "	15 1/2	17 1/2	16 1/2
79 " " " "	15 1/2	17 1/2	16 1/2
80 " " " "	15 1/2	17 1/2	16 1/2
81 " " " "	15 1/2	17 1/2	16 1/2
82 " " " "	15 1/2	17 1/2	16 1/2
83 " " " "	15 1/2	17 1/2	16 1/2
84 " " " "	15 1/2	17 1/2	16 1/2
85 " " " "	15 1/2	17 1/2	16 1/2
86 " " " "	15 1/2	17 1/2	16 1/2
87 " " " "	15 1/2	17 1/2	16 1/2
88 " " " "	15 1/2	17 1/2	16 1/2
89 " " " "	15 1/2	17 1/2	16 1/2
90 " " " "	15 1/2	17 1/2	16 1/2
91 " " " "	15 1/2	17 1/2	16 1/2
92 " " " "	15 1/2	17 1/2	16 1/2
93 " " " "	15 1/2	17 1/2	16 1/2
94 " " " "	15 1/2	17 1/2	16 1/2
95 " " " "	15 1/2	17 1/2	16 1/2
96 " " " "	15 1/2	17 1/2	16 1/2
97 " " " "	15 1/2	17 1/2	16 1/2
98 " " " "	15 1/2	17 1/2	16 1/2
99 " " " "	15 1/2	17 1/2	16 1/2
100 " " " "	15 1/2	17 1/2	16 1/2

DOLLARS

1	Alor Gajah	3.50	3.80
10	Ayer Hitam	35.00	40.00
1	Ayer Kuning	1.30	1.40
4	Ayer Molek	2.20	2.40
5	Ayer Panas	9.00	9.50
1	Bako	4.25	4.75
10	Batu Timah	13.50	17.50
1	Bukit K. B.	0.85	0.90
1	Bukit Kajang	0.80	0.85
1	Bukit Jelutong	0.60	0.70
5	Changkat S'ang	10.00	10.50
1	Chempaka	1.70	1.85
5	Chempaka	10.00	10.50
1	Indragiri	14.50	15.50
1	Jeram Kuantan	1.70	1.75
1	Jimah	1.10	1.20
5	Kalemak	5.00	5.35
2	Kempas	5.63	5.85
5	Lunas	5.80	6.05
1	Malaka Pinda	1.80	1.95
1	Manado Tekong	4.05	4.30
1	Manado Tindak	0.75	0.80
5	Margut	4.00	4.40
1	New Serendah	3.15	3.25
5	Nyalas	5.25	5.63
5	Pajau	17.75	18.75
1	Pantai	1.75	1.85
10	Pelan Hulang	83.50	94.00
1	Punggor	0.75	0.75
5	Raddella	10.00	10.50
2	Sandyporch	12.00	12.50
1	Semborong	0.30	0.35
1	Tanjung Bagan	2.60	2.80
1	Tambak	0.75	0.80
15	Tanjong	18.00	19.50
5	Telik Anson	8.00	9.75
2	Tralagar	1.50	1.70
1	Ulu Pandan	0.95	0.75
1	United Malacca	1.15	1.25

